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Hector: Cat About Town  
Notorious Gossip

"I asked if I could see her home."  
"What did she say?"  
"She promised to send me a pic-  
ture of it."

Keeper: "What's that man on  
the corner doing with that camera?  
He's been standing there all day."  
Geezer: "He's an inspector from  
Washington watching a chance to  
take a moving picture of those re-  
lief workers at work."

A short telephone conversation.  
"Hello! That you, Mac?"  
"Aye."  
"Sandy Macpherson?"  
"Aye."  
"Well, Mac, I want to borrow—"  
"I'll tell him as soon as he comes  
in."

A rather pompous old lady in the  
Underground, was asked by the  
guard where she was going.  
"I shall descend at Knights-  
bridge," she replied stiffly.  
"She thinks she's a bloomin' Zep-  
pelin," remarked the guard to a  
porter standing near.

Little Girl: "Mother, you know  
that old vase you said has been  
handed down from generation to  
generation?"

Mother: "Yes, dear."  
Little Girl: "Well, this genera-  
tion has dropped it."

A navy was carrying a hod of  
cricks up the scaffold, when one of  
them accidentally fell off on to the  
head of his mate on the ground  
below. Looking down, he called to  
the unfortunate.

"Say, Bill, what's all the fuss  
about. The brick wasn't on your  
head more'n half a second."

At a meeting of the parish coun-  
cil the vicar and the butcher got  
involved in a tremendous argument.  
Finally the latter lost his temper  
completely.

"If I had you in my sausage ma-  
chine I'd make mince-meat of you—  
that's what I'd do," he stormed.  
The vicar smiled.

"Is thy servant a dog that thou  
shouldst do this thing?" he inquired  
blandly.

The soldiers marched to the  
church and halted in the square  
outside. There was room, only for  
about half the regiment.

"Sergeant," ordered the colonel,  
"tell the men who don't want to go  
to church to fall out." A large  
number quickly availed themselves  
of the privilege.

"Now, sergeant," said the colonel,  
"dismiss all the men who did not  
fall out and march the others to  
church—they need it."

### MAMBA ATTACKS HUNTER

Mr. J. H. Smith, a Ndola (Rhode-  
sia) business man, recently had a  
remarkable escape from death  
while out shooting, writes the  
Bulawayo correspondent of the  
British United Press. Mr. Smith  
had taken up a position behind a  
tree when he felt a violent blow  
on the hip. He whipped round and  
saw his two pointers attack-  
ing an enormous black mamba,  
the largest and most venomous  
snake in South Africa. When he  
at last was able to get a sight of  
the mamba, it was already too  
late to save the dogs. One of  
them had been bitten in the neck  
and died immediately, and the  
other had four bites in the  
shoulder and died before assis-  
tance could be rendered. Mr.  
Smith had an extraordinary es-  
cape from the same fate, as it  
appeared that the mamba had  
actually struck the orange he  
was carrying in his hip pocket.  
It would be difficult to imagine a  
sniper's shave. The snake measur-  
ed nearly ten feet in length.

## BLASPHEMY LIBEL ACTION FAILS

Playwright And  
Caricature Of The  
Last Supper

(Special Air Mail Service)

London, Oct. 24.

Dr. A. Maude Royden and Father  
Martindale, the well-known pre-  
achers, gave evidence when an  
author, unsuccessfully suing for  
libel, denied that his play con-  
tained a caricature of the Last  
Supper.

Criticism of a play "Not This  
Man" was the subject of a libel  
action brought by Mr. Frank  
Sydney Box, author and play-  
wright, formerly of Kenton Street,  
Bloomsbury, before Mr. Justice  
Talbot and a special jury, in the  
King's Bench Division.

The defendants were Mr. Michael  
Hordern, of Julian's Road, Steven-  
age, Herts., Welwyn Publications,  
Limited, and Broadwater Press  
Limited, publishers and printers  
respectively of "The Welwyn  
Times."

The paper published a letter  
written by Mr. Hordern describing  
Mr. Box's play as "a full-dress,  
blasphemous and most puerile de-  
bate," after a performance at the  
Welwyn Drama Festival in June,  
1934.

Mr. Box denied that the play was  
blasphemous. The defence was a  
plea of justification and fair com-  
ment.

### AUTHOR A CHRISTIAN

Mr. Box, who conducted his own  
case, said the play was licensed  
by the Lord Chamberlain and was  
performed by the Welwyn The-  
atians.

Cross-examined by Mr. St. John  
Field (for the publishers and  
printers) Mr. Box said he came to  
court as a sincere and devout  
Christian.

Characters, who had the Chris-  
tian names of the Disciples, in-  
cluded: "John, First Baron Fleet,"  
newspaper proprietor, "Matthew  
Merriman," financier, and "James  
First Baron Hops," brewer.

"Kris" as the name of an Indian  
on whose behalf supper was or-  
dered for the characters, who took  
their places at the table in the  
order of Leonardo da Vinci's sacred  
picture.

Mr. St. John Field read extracts  
from the play, which opened with  
the scene of the supper-room on  
the first floor of the "Cafe Victor  
Soho."

Mr. Box denied that the play  
contained a parody of the Sermon  
on the Mount.

Dr. Agnes Maude Royden said  
she did not consider the play  
blasphemous.

A similar view was expressed by  
Father C. C. Martindale, who had  
read the play twice.

No evidence was called for the  
defence.

On behalf of the defendants,  
Mr. St. John Field submitted that  
Mr. Hordern had not gone beyond  
the realms of fair comment in  
describing the play as he had done.

The test was whether devout  
Christians would be shocked by a  
caricature of the Last Supper and  
a parody of the Apostles' Creed.

The jury returned a verdict for  
the defendants, and judgment was  
entered accordingly, with costs.

Majestic: "Baby Face" Harring-  
ton.

Star: "Wednesday's Child."

Sports

Hockey—Police Second v. Navy  
Second (Police Training School).  
Snooker.—League, Prison Off-  
cers' Mess v. R.E. Sgts' Mess, Garr.  
Sgts' Mess v. C.B.C.C., R.W.F.  
Sgts' Mess v. Naval Yard Police;  
and C. and P.O.'s v. Dockyard R.C.  
Moon.—X Moon, 25th. Day.  
Sunrise.—6.37 a.m. Sunset.—8.39  
p.m.  
Tides.—High at 0.55 a.m. and  
11.50; Low at 9.26 and 19.46.

## DIARY OF LOCAL EVENTS

TUESDAY, NOVEMBER 19

Anniversaries and Holidays.—  
St. Elizabeth of Hungary, (1207-  
31).  
Auctions.—Household Furniture,  
35 Hankow Road, Kowloon.

### Cinemas

King's:—"Dante's Inferno."  
Queen's:—"Every Night At Eight."  
Central:—"Chinese Picture."  
Oriental:—"Our Little Girl."  
World:—"Chinese Picture."  
Alhambra:—"Dante's Inferno."  
Majestic:—"Public Hero Number  
1."

Star:—"Wednesday's Child."

Home Mails.—Christmas Letter  
Mail for Great Britain via Suez  
per ss. Chenonceaux, 9.45 a.m.

Meetings.—Kowloon Chess Club,  
Central British School, 5.30 p.m.;  
St. Andrew's Club Committee, 9  
p.m.

Miscellaneous.—Rotary Tiffin,  
Hongkong Hotel; League of Health  
and Beauty Class, Helena May, 10  
a.m.; Lincolnshire Drums beat  
Retreat, 5.30 p.m.; V.D.M.A. Work-  
ing Party, St. Andrew's Hall, 3  
p.m.

Social.—Cheong Club Whist Drive,  
8.30 p.m.; M.C.L. Ladies' Whist  
Drive, Police Recreation Club,  
Happy Valley, 3.30 p.m.

### Sports

Badminton.—Men's Doubles, Re-  
creto v. Sallors' and Soldiers' Home.  
Billiards.—Steel, Coulson League,  
R.E. Sgts' Mess v. Prison Officers'  
Mess; C.B.C.C. v. Garr. Sgts' Mess;  
Naval Yard Police v. C. and P.O.'s;  
Dockyard R.C. v. R.W.F. Sgts'  
Mess; and St. Patrick's Club v.  
Catholic Union Club.

Moon.—X Moon, 24th. Day.  
Sunrise.—6.38 a.m. Sunset.—5.39  
p.m.

Tides.—High at 2.10 and 18.15;  
Low at 10.19 and 22.50.

WEDNESDAY, NOVEMBER 20.

Anniversaries and Holidays.—  
St. Felix of Valois, C.  
Auctions.—Crown Lands, District  
Office, Tai Po, 11.30 a.m.

### Cinemas

King's:—"Murder On A Honey-  
moon."  
Queen's:—"Stranded."  
Central:—"Chinese Picture."  
Oriental:—"Kansas City Princess."  
World:—"Chinese Picture."  
Alhambra:—"Murder On A Honey-  
moon."  
Majestic:—"Baby Face" Harring-  
ton.

Star:—"Wednesday's Child."  
Entertainments.—Concert, Sal-  
lors' and Soldiers' Home, 9 p.m.

Exhibitions.—Annual Hong Kong  
Art Club, Gloucester Hotel, 8th  
floor, 10 a.m. to 7 p.m.

Meetings.—Tai Ching Co., Ltd.,  
Messrs. Sang Kee's Office, 4 D's  
Voex Road Central, noon; Kow-  
loon Union Church Women's Guild,  
10 a.m.

Miscellaneous.—"Visitors' Night,"  
Sallors' and Soldiers' Home.  
Religious.—Meeting at Tao Fong  
Shan Chapel, Bishop's House, 6  
p.m.

Social.—Cheong Club Social  
Night; Tombola on board H.M.S.  
Tamar, 7.15 p.m.; Seamen's In-  
stitute Whist Drive, 9 p.m.; Dinner,  
Sallors' and Soldiers' Home, 7.30  
p.m.

### Sports

Hockey.—Club 1st XI v. Navy  
T.T. (King's Park), 4.30 p.m.

Rugby.—Club "A" v. An Army  
XV (5 p.m.).  
Moon.—X Moon, 25th. Day.  
Sunrise.—6.38 a.m. Sunset.—5.39  
p.m.

Tides.—High at 4.04 and 18.35;  
Low at 11.05.

THURSDAY, NOVEMBER 21.

### Cinemas

King's:—"Murder On A Honey-  
moon."  
Queen's:—"Stranded."  
Central:—"Chinese Picture."  
Oriental:—"Kansas City Princess."  
World:—"Chinese Picture."  
Alhambra:—"Murder On A Honey-  
moon."

Social.—Cheong Club Social  
Night; Tombola on board H.M.S.  
Tamar, 7.15 p.m.; Seamen's In-  
stitute Whist Drive, 9 p.m.; Dinner,  
Sallors' and Soldiers' Home, 7.30  
p.m.

Miscellaneous.—"Visitors' Night,"  
Sallors' and Soldiers' Home.  
Religious.—Meeting at Tao Fong  
Shan Chapel, Bishop's House, 6  
p.m.

Social.—Cheong Club Social  
Night; Tombola on board H.M.S.  
Tamar, 7.15 p.m.; Seamen's In-  
stitute Whist Drive, 9 p.m.; Dinner,  
Sallors' and Soldiers' Home, 7.30  
p.m.

Miscellaneous.—"Visitors' Night,"  
Sallors' and Soldiers' Home.  
Religious.—Meeting at Tao Fong  
Shan Chapel, Bishop's House, 6  
p.m.

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## GUIDE FOR PROSPECTIVE BUYERS OF CARS

### All About The Latest Models

The following deserve your special consideration if you are thinking of owning a car yourself:—

**AUSTIN.** The 10 h.p. four-cylinder Colwyn Cabriolet. This car has a collapsible hood, which can be secured in any of three positions and is remarkable example at the low price of £178, of the "all weather" car which is returning to popularity. The stripped chassis; and the enclosed limousine which is sold at the small price of £350.

**ALVIS.** The new 20 h.p. three and a half litre chassis, which is a fine example of British motor engineering. Apart from the independent front wheel suspension and the now rather unusual plan of having the gear box separate from the engine case, there is nothing unorthodox about this chassis, but a great deal that claims the admiration of the enthusiastic engineer. The Charlesworth Sports Saloon on the Speed Twenty chassis, an unusually attractive closed car of the Continental type.

**BENTLEY.** The drop hood Coupe, seating four, which is finished in black and grey with unobtainable fittings for which £1,505 is asked; and, on the same chassis, the white car on Hooper's stand, and the green closed model on Barker's. These three are fine examples of British special coachwork.

**DIAMLER.** The new light twenty-cylinder (reported upon in The Observer a few weeks ago) which is fitted with a sliding roof, saloon and finish in black and blue; the new Straight Eight chassis and the sports saloon of the same dimension. The chassis cost £775 and the complete car £1,010. A fine limousine is exhibited on a larger Straight Eight chassis, which deserves careful examination. The difference between the two chassis is that the lighter is of 25.7 h.p. and the heavier of 31.7 h.p. The front appearance of these cars is very slightly altered, the radiator now being fitted with a guard which is a little raised.

**HILLMAN.** The grey open Minx car, which is one of the most successfully designed touring cars in the snow, considering its size and power. The Minx for 1935 looks quite different from its predecessors, and is altogether a more important machine. The new six-cylinder "Hawk" 20 h.p. saloon, which costs £225. This is a leading example of these good-sized British cars which are being put forward as an answer to the American invasion. The engine has a capacity of over three doors, and four windows, seating five people. This is a remarkably attractive-looking car, and its price, £245, must be among the lowest ever asked for body work of this type.

**HUMBER.** The new 18 h.p. six-cylinder Four Light Saloon, which has a plain side valve engine with a four-bearing crankshaft, mounted in rubber. The price is £240. The 12 h.p. "Vogue" Saloon, at £235, an exceptionally comfortable looking closed car of the more intimate type with particularly good illumination. The larger of the Humbers as well as the larger of the Hillmans are fitted with the "Eyenkeel" independent front wheel suspension.

**JOWETT.** The new four-cylinder "Flat" 10 h.p. Saloon at £197 10s. This is the first Jowett departure from the original model of the 7 h.p. Flat two-cylinder, which was launched nearly thirty years ago. Of decidedly modern design. It has a four-speed gear box with a silent third gear, and the wheel base is 8 ft. 6 in.

**LAGONDA.** This is a last-minute exhibit, and one of the most interesting in the show. The two complete cars shown are four and a half litre Sixes, as last year, but they are now designed by Mr. W. O. Bentley, who was responsible for what many people consider to be one of the finest chassis ever built, not only in England, but in the world, the eight-litre Bentley. It is a great pity that the stripped chassis was not shown of this car, of which so much will be expected by enthusiastic drivers and owners.

**MORRIS.** The new 25 h.p. selling at £280. This is one of the largest low-price British cars ever made, and the manner in which

the most has been made of the body space is ingenious. The blue 18 h.p. Special coupe with sliding head, which is certainly one of the best looking Morris yet turned out.

**RILEY.** The 18 h.p. eight-cylinder Riley engine. This is probably the lowest-power V8 made in the world, and is one of the most attractive mechanical exhibits in the show, for its cleanliness of design, its compactness, and the general evidence of clever design. The one and a half litre Adelphi Saloon and the one and a half litre Linx open four-seater, which cost £345. Interest will be shown in the 9 h.p. Merlin Saloon which now costs £269. All the cars shown on the Riley stand have pre-selective gear-boxes.

**ROLLS-ROYCE.** The new twelve-cylinder Phantom III, the engine of which can be seen. The car, which has already been described in The Observer, has two 25 h.p. engines set in a V at an angle of 60 h.p. and fed by four carburettors. The resulting compactness has enabled makers to shorten the car considerably, and the saloon certainly looks lower, smaller and handier than its predecessors. A very interesting exhibit.

**ROVER.** The 14 h.p. six-cylinder "Speed" Streamlined coupe, a particularly attractive looking car; and the 12 h.p. four-cylinder saloon finished in two tones of grey and blue upholstery. There is no change of any importance in the design of these cars, and the prices are the same as last year. They should be an attraction to the motorist who wants comfort allied with liveliness and well-proved design.

**SINGER.** The new 9 h.p. "Bah-tam" which costs £127 10s. for the saloon. The one-litre engine has an overhead camshaft. The synchro-mesh gear box has three speeds, and the brakes are hydraulic. More luxurious examples cost £135. The 9 h.p. independently sprung saloon, with full four-seater body, sliding roof, leather upholstery, adjustable hammock front seats. £189.

**STANDARD.** The three new "Flying" models of 12, 16 and 20 h.p. These have particularly attractive lines based on streamline effect, but none the less unobtrusive. Clever body design is a feature of these three new models. The prices are £259, £299 and £315.

**VAUXHALL.** The stripped chassis (these are still too few in the show considering how much of interest there is to display), the "Big Six" Convertible Cabriolet, and the 14 h.p. Tickford Cabriolet—excellent examples of the modern all-weather car.

**75-H.P. AND 160-H.P. MERCEDES.** The eight-cylinder super-charged, five-litre "roadster," at £1,890, possibly the most expensive two-seater in the world. The engine gives 100 h.p. at 3,400 revs. and 160 with the super-charger in action. The four-speed gear-box has a geared up fourth called "overtop," while second and third are constant meshed. An interesting point is the rubber mounting of the differential casing. The independent front-wheel steering has what is described as "parallelogrammatic arm action." As always, a fine exhibit.

**PACKARD.** The 27 h.p. 8 cylinder saloon, at £495, the lowest-priced Packard yet sold in this country. A very interesting exhibit.

**RENAULT.** The 2193 12 h.p. saloon, with the gear lever so arranged that the business end projects through the dash and does not get in the way. All the bodies on this stand for their wide three-seated front seats.

**HISPANO SUIZA.** The 12-cylinder which has the extraordinary dimensions of 100 x 100, a rated h.p. of 75, and a price for the chassis alone £2,750.

**FIAT.** The "1500" "spine" independently sprung chassis. An interesting example of modern design.

**CHEVROLET.** The 2295 Blue Cabriolet on a 27 h.p. chassis.

**OLDSMOBILE.** With an English drop head coupe at £485, and the super-charged 33 h.p.

**GRAHAM.** finished in red and black, which is certainly one of the best-looking cars in the whole show.

## A MILLION CARS IN TEN MONTHS

### Henry Ford Fulfills Promise

Henry Ford to-day made good his promise of a year ago to build a million Ford Cars in 1935.

He did better than that. He built one million cars in ten months. Total production for the full year 1935 will probably run to 1,180,000.

One year ago to-day a newspaperman asked Mr Ford about his plans for the coming year. "Can I print that?" Asked the newspaperman, conscious that he had a story of World Wide Interest.

"Sure," said Ford. "You may say a million cars or better." In most of the raw material markets and the financial centres Ford's Statement was taken as the first solid evidence that American industry was pulling out of the depression. In other quarters the proposition of putting a million new cars into the Automobile Market in 1935 was considered fantastic.

During the last weeks of 1934, the Ford Industries were set in order for the new production schedule. All during December raw materials came in train loads. On January 2, the River Rouge Plant opened up after the holiday shutdown. The first motor off the line that morning bore the number 1,336,770. Production rose steadily and the whole Automotive Industry, and the public generally have watched with interest the monthly announcements to see if Henry Ford would make it.

This afternoon, as Henry Ford and Edsel B. Ford, president of the Ford Motor Company, looked on, a Black Fordor Sedan came down the assembly line. It looked like all other cars of its model. But under its hood was engine number 2,336,770. It was the one millionth Ford Unit made in the United States since January 1, 1934.

"And how about next year?" A newspaperman asked Henry Ford. "Well," he said, smiling broadly, "you can just say we'll make all we can sell and sell all we can make."

Canadian production in the first months of the year added 68,000 more to the million. Mr. Edsel Ford announced that total world production of the Ford Motor Company since it was organized in 1903 to September 1, 1935, was 23,308,634 units.

## RETURN OF THE TOURER

### Folding Head Cabriolet Type

An outstanding feature of the new coachwork is the return of the open car. There can be only a few left, with the old-fashioned hood and side screens, but there are many, both in the car section and in the coachwork section, of the folding head cabriolet type which has long been popular on the Continent. This looks like an open car with the hood down, except that screens are actually glass windows dropping into the doors, as in a saloon. When the hood is up the car is to all intents and purposes a permanently closed one. An interesting point about these models is that in many of them the hood can be half folded to produce the effect of the old-fashioned Victoria hood.

**BANE OF VIBRATION GONE** There are few genuine novelties but design in general has gone steadily forward on the lines of last year's successful models. Front wheel independent suspension is gaining ground in this country, several British cars, such as the Rolls-Royce, Humber, Hillman, Singer, Vauxhall, and others having adopted it either this year or last. In this feature, of course, the American cars are still ahead, with the better known Continental "marques" close behind.

The merits of the different forms of gear-change are no

## MOTOR JOTTINGS

### FROM HERE, THERE AND EVERYWHERE

#### A "BABY DIESEL ENGINE" AT LAST

A baby Diesel engine of only 1,000 c.c. capacity (10-h.p. tax rating) is to appear on the roads, according to "Motor Transport."

One of these engines has proved so successful on test in a Jowett 10-cwt. van chassis that it is to be put on the market. On the test vehicle it will run up to 3,300 r.p.m., do 50 m.p.h., climb a 1 in 9 hill on top—and does 60 miles on one gallon of Diesel oil at 15.4 gallons!

The engine is a Coventry Victor and has two horizontally opposed cylinders. It has already been widely used, on account of its sweet running, for driving dynamos, and on ch. in luxury yachts.

**SMALLEST AND LARGEST CARS** The smallest-engined car available on the British market is the German-made D.K.W., a two-cylinder two-stroke "cabriolet-limousine" of 584 c.c. capacity. The largest is the twelve-cylinder Hispano-Suiza, with a cylinder capacity of 9,420 c.c. The cheapest car is the open Austin Seven, which costs £102 10s. At the other end of the scale, there is to all intents and purposes no limit to what an enthusiast may pay. It should be noted that some of the expensive chassis are not priced with bodies. The cheapest chassis available is the Austin Seven at £82 10s. The most expensive is the twelve-cylinder Hispano-Suiza at £2,750. The twelve-cylinder Rolls-Royce chassis described in "The Autocar" last week costs £1,850.

Incidentally, the American Lincoln is £1,450 in its cheapest form of closed car.

#### LEATHER OR CLOTH

We see that the Ford company offer cloth optional for the upholstery of their new models. Austins and other firms do the same thing, so people can't really complain that they are unable to get cloth if they want it.

When the opinion was ventured that if more cloth were used British labour would benefit, we were thinking of the state of the cotton industry and were under the impression that most of the hides were imported. We understand how from the United Tanners' Association that the leather used in motor upholstery is entirely manufactured by British labour, and mainly from British hides. Practically all the suitable hides from the cows slaughtered in Britain are used for upholstery purposes, but at certain times of the year when hides are in deficient supply, suitable raw materials are imported. Apparently over £1,000,000 is paid annually for British hides, and is an important contribution to the well-being of the farming community. The manufacture of upholstery leather in its various processes is mainly manual and a substitution of cloth for leather would, from an economic point of view, merely be "robbing Peter to pay Paul."

#### ROAD COURSE FOR CRYSTAL PALACE

It is now extremely probable that a road circuit suitable for racing cars of any size will be constructed in the grounds of the Crystal Palace. The proposal is that two miles of macadam road with a special non-skid surface shall be built to form a circuit with a reasonable number of interesting bends, and so laid out that the spectators can see as much as possible of an entire race.

It is obvious that the Crystal Palace grounds offer exceptional facilities for a thing of this sort.

longer discussed, the problem having for the moment at all events been satisfactorily settled in the eyes of the maker using each particular method—pre-selective of the Wilson type, synchro-mesh or plain free wheel. Nor does it seem to matter to anybody except those who pay the very lowest prices whether their new car has four or six cylinders, or if, as you should, you include the little Jowett two.

The bane of vibration has been abolished, largely by the use of flexible engine mounting.

**NEW MODELS** There are about twenty entirely new models, the same number as last year. Alphabetically, these are the Alvis 3½ litre, the Arm-

and, provided the course is laid out with the types of curves and corners which have proved most suitable, the results should be excellent from every point of view.

#### DRIVERS HONOURED

Recently a luncheon was held at the R.A.C. in honour of Sir Malcolm Campbell, G. E. T. Eyston, and the latter's co-drivers in the successful attack on the 24-hour record, Ft.-Lt. C. S. Stahland and A. Denly. Sir Arthur Stanley, in the chair, made a presentation to both principals, and there was on view the magnificent Wakefield Trophy, in solid gold, which is held by the country to which the land speed record belongs, Sir Malcolm being, of course, the present champion, and receiving a replica.

Sir Malcolm Campbell told how wheel-spin at Daytona reduced as instrument reading of 328 m.p.h. to 272 m.p.h. actual speed, and said that at Utah the only difficulty was in pulling up, even with a mile further run than at Daytona at each end of the course. Eyston told how the designs for his car were only started last Easter, and how the sun blinded him at dawn in his attempt. The drivers used tinted goggles by day, changing while at the wheel to clear goggles as dusk fell. "Speed of the Wind" averaged 10 m.p.g. as regards fuel, 562 m.p.g. as regards oil, and only ten pints of water were used during the run (laughter). Both drivers paid a tribute to their many friends and helpers, particularly Reid Ratliff and E. A. D. Eldridge, and to Lord Wakefield for his generous support.

#### APPEARANCE OF 1936 CARS

The Hon. Sir Arthur Stanley, G.B.E., C.B., M.V.O., I.L.D., Chairman of the Royal Automobile Club, writes:

"I have not had many opportunities of estimating the advance in the design of 1936 automobiles, but I am informed that the new models show decided improvement in coachwork, being more comfortable and capacious than ever, and their equipment is even more luxurious than in previous years, and equally reliable. The appearance and line of the 1936 cars, too, have been greatly improved, and there is a tendency away from the purely streamlined body which was a feature of many cars at the last Olympia Show."

"Generally speaking, the tendency in design is evolutionary, aiming at greater efficiency, comfort, convenience and attractiveness, rather than revolutionary in character."

#### WOMEN ARE SLOWER

In the U.S.A. they have a special apparatus which measures very accurately the length of time a driver takes to transfer his foot from accelerator to brake. Used at the Illinois State Fair it showed that men reacted in the average time of 547 thousandths of a second and women in 604 thousandths.

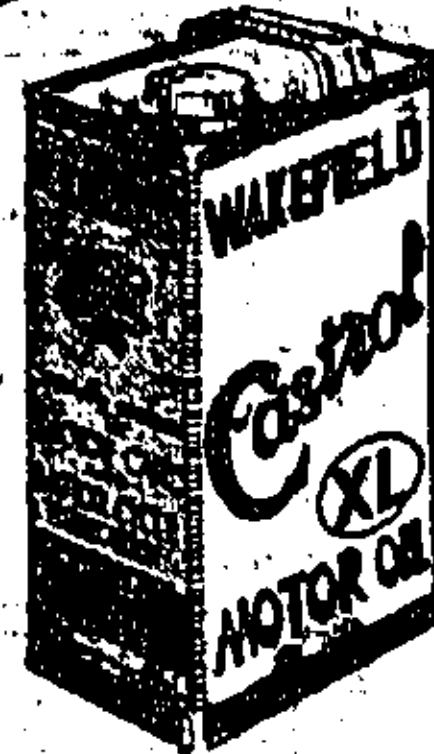
#### CARS THAT FLY

Motor Cars that Fly.—A flying motor car is stated to have been demonstrated in the U.S.A. The inventor of this vehicle is Waldo Waterman, of Los Angeles, and it is built without a tail, the wings being so constructed that they perform the duties required of a tail. The possibility of rising over a traffic block would prove a solution to road chaos delightful alike to pedestrians and drivers!

strong-sideley Twelve. Plus, the super-charged Auburn; the B.M.V., the 15 h.p. Super-Charged, the light eight-cylinder Daimler, the super-charged Graham, the 22 h.p. and 2100 8 h.p. Ford (exhibited at the Albert Hall), the bigger Hillman and Humbers, both with their special type of independent front-wheel suspension, the 31 litre Bockhills, the newly-designed 44 litre Lagonda, the six-cylinder two-stroke Mastra, the two-litre M.G., the three-litre Mercedes, the new type 25 h.p. Morris, the eight-cylinder 18 h.p. Riley, the twelve-cylinder Rolls-Royce, the 12, 16 and 20 h.p. Special "Flying" Standard, the 10 h.p. Tatler, and the "Big" series of Wolseleys.

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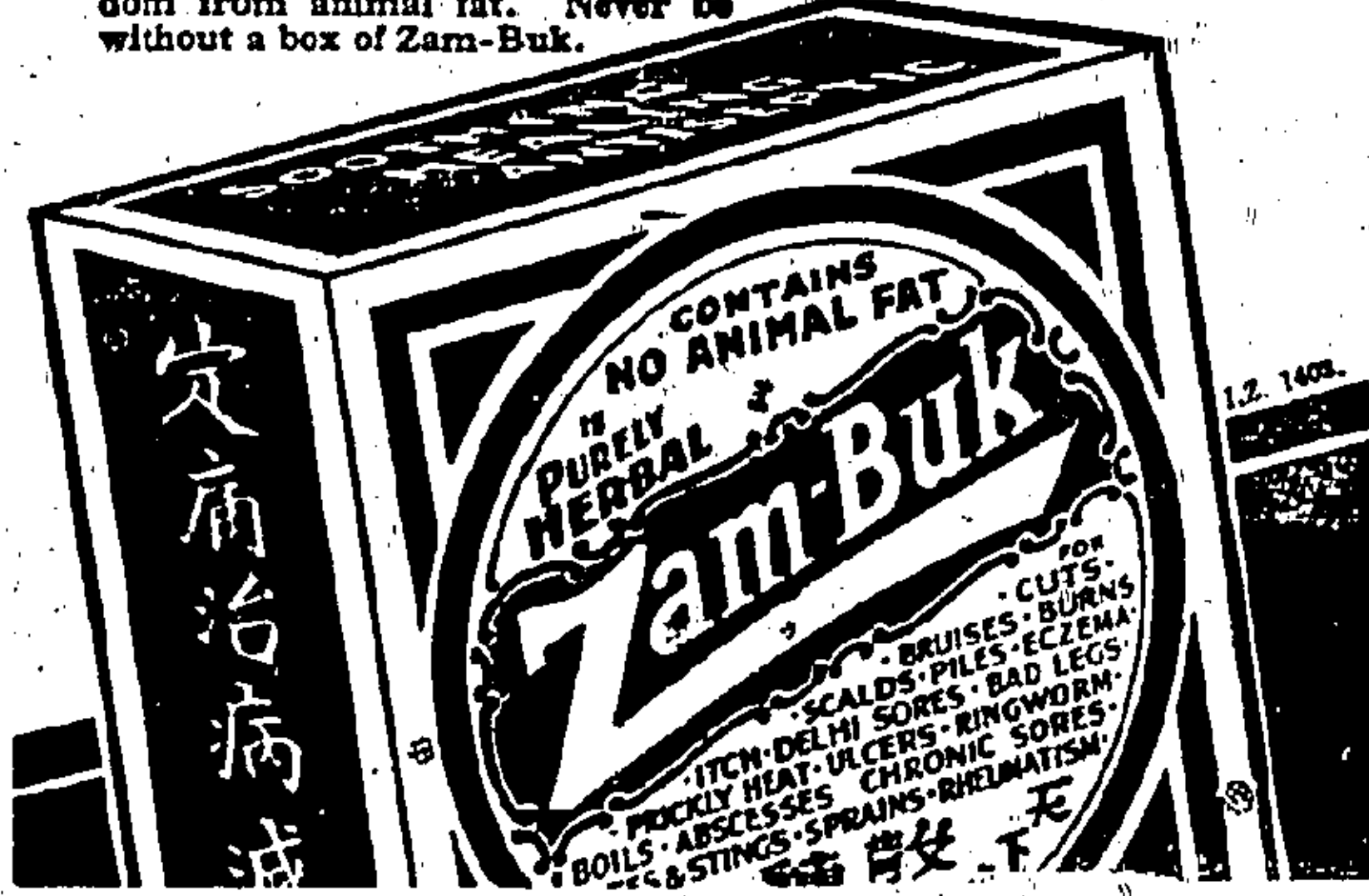
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## GOSSIP FROM THE NORTH

(Special Air Mail Service)

London, Oct. 24.

### AT MAR LODGE—

Prince and Princess Arthur of Connaught still have with them at Mar Lodge their son, the Earl of Macduff, for whose coming-of-age they had celebrations two weeks ago. He has been putting in some good shooting and stag-potting on the Mar forests, I'm told. Among other guests Prince and Princess Arthur are entertaining at the moment is Mlle. Jacqueline Paravicini, the daughter of the Swiss Minister in London.

### —AND AT DARNWAY—

The Earl and Countess of Moray have had many friends staying with them at Darnaway Castle, Forres, during the past month or two, and now that distractions such as gatherings and balls are over for the season, Lord Moray and his guests give all attention to sport. Lady Moray is opening a sale in the Victory Hall of Petty to-morrow afternoon, in aid of Ardersier, Croy, and Petty Nursing Association, in which she takes a very practical interest while in the North. She is an effective speaker on such occasions. The Countess was Miss Barbara Murray, from little old New York, but of Scottish descent, and her marriage to the then Lord Donne took place in 1924.

### HER SECOND NOVEL

Mrs. Jean Whyte, whose first novel, "The Moss Road," was a satisfying picture of rural life in Aberdeenshire, has now followed up this success with another good going story of Buchan fishing life entitled "The Sea Road." It has just been published by John Murray. The authoress is the wife of Major Archie Whyte, V.C., senior officer of the Army Educational Corps at Canterbury. Before her marriage she was Miss Jean Will, daughter of a much respected schoolmaster of New Pittligo, Aberdeenshire. Her career at Marlborough College was brilliant. A first-class honours graduate in English, Mrs. Whyte had the distinction of being the first woman president of the University Literary Society.

### OF A HIGHLAND FAMILY

In Ross and Sutherland much interest has been aroused in those of an older generation over the engagement of Miss Noreen Leonie Rose and Mr. Arthur Harold Bligh Harbord. The father of the bride-to-be was that gallant soldier, Major Lancelot St. Vincent Rose (of the Roses of Tarlogie family), who was killed in action in 1914, just a few days after his brother, Captain, Ronald Rose, fell in action. Miss Rose had great-grandparents in the late Mr. and Mrs. Daniel Gluchrist, of Ospisdale, a family long connected with Sutherland. Her fiancé is the son of Brigadier-General and Mrs. C. R. Harbord, of Queen's Gate, London.

## OLD SHANGHAI ON EXHIBITION

Historical Documents  
To Be Placed On  
Show

Shanghai Nov. 13.

A historical exhibition of Old Shanghai is one of the first events scheduled by the International Arts Theatre to take place in their new quarters. Maps, historical documents of all sorts, photographs, sketches, and paintings will be on view to show the public the city of Shanghai as it was when only a handful of pioneers made up the foreign community.

The Shanghai Municipal Council are loaning manuscripts of the minutes of the first meetings and many other evidences of their early work. Chinese and foreign firms who have been established here since the early days are contributing to the exhibition.

Dr. Annie Walter Fearn, one of Shanghai's best known residents will talk on the "Early Days in Shanghai" at the opening reception of the exhibition.

The International Arts Theatre will be happy to receive any contributions that might add to the completeness of the exhibit. Miss Dallas Lee Franklin is in charge and may be reached by telephone at 20384.

## AIR SERVICES

### Future Of Imperial

#### Airways

(Special Air Mail Service)

London, Oct. 24.

In their annual report for the year ended March 31, issued last evening, the directors of Imperial Airways, Limited, announce that they have been informed by the Government that the company shall continue to be the Government's chosen instrument for the operation and development of the existing trunk Empire air services. The Government, the board further state, is in accord with the company over the terms and conditions of a long-term agreement to give effect to the plan, already announced by the Under-Secretary of State for Air and the Postmaster-General, that all first-class letter mails shall be carried by air to the Dominions and Colonies on the present routes. The settlement of the details is progressing and the board is confident that an agreement will result which will be satisfactory and an important milestone in the development of British commercial aviation. The board express their belief that "this far-reaching scheme" is one of the most important events in the history of postal as well as aviation developments and is of immense importance to the British Empire.

Financial results for the past year have already been briefly announced. The accounts disclose that the amortization of the two intangible items "consideration for waiver" and "cost of acquisition of interests in African route" has been accelerated, £8,250 having been written off the former and £15,000 off the latter. In addition £250,000 has been set aside as the nucleus of a staff provident scheme, and £30,000 has been placed to a contingencies reserve.

### INCREASE IN TRAFFIC

During the year the principal changes in services were the inauguration of the extension of the main route from Singapore to Brisbane by the associated company, Qantas Empire Airways, and the operation of additional services between London and Calcutta and London and Johannesburg. There was an increase of about 28 per cent in the total traffic ton miles—i.e., from 2,733,603 in 1933-34 to 3,511,528—which was due to the expansion in Empire services. Passengers carried on regular services rose from 50,845 in 1933-34 to 55,745, those carried on charters and short pleasure flights declining from 4,191 to 3,251.

A consolidated balance-sheet again accompanies the report. This shows a strong position. Leading items for the past two years are shown in the following table:—

	Mar. 31, 1935	Mar. 31, 1934
Share capital	649,049	649,049
Reserve for obsolescence	500,639	331,743
Contingencies reserve	30,000	—
Creditors	287,077	222,358
Aircraft and engines, &c.	595,715	542,249
Premises, plant, stores, &c.	65,418	110,607
Investments in associated companies	48,598	4,259
Debtors	189,174	119,363
Cash and investments	718,228	477,111

The obsolescence reserve shows an increase of £168,896, the provision for the year (£2192,960) having again exceeded the amounts utilized to write off the value of fully obsolesced aircraft and engines. The increases in creditors and debtors reflect the expansion of the company's operations. Aircraft and engines, &c., show an increase of £53,466, representing the cost of additions to the European fleet, less the value of units fully obsolesced or sold. The addition of £241,115 to cash and investments has been brought about partly by the provisions for obsolescence. Meeting, October 31.

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writes the well-known physician, Dr. Behelm, in the "Ceylon Independent."

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Edited By TANG LEANG-LI

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12.30 to 2.10 p.m.—European programme.

12.30 p.m.—Recorded Music.  
1 p.m.—Local Time and Weather Report.

1.30 p.m.—Reuter Press Bulletins  
Rugby Press News etc.

1.40 p.m.—(Approx.)—A Relay of the Rotary Club Tiffin Speech from the Hong Kong Hotel Roof Garden—Miss Phyllis Brown on "From Hong Kong to England by Air in Twelve Days at a cost of \$65"

2.10 p.m.—Close down.

4 to 7 p.m.—Chinese programme.

6.30 to 8.40 p.m.—

From the Studio  
A talk to the public on "Safety First and traffic dangers" by the Hon. Mr. R. H. Kotewall.

7 to 11 p.m.—European programme.  
Light Orchestral Music

At the Tchaikovsky Fountain (Urbach).  
Spring's Delight—March—Intermezzo (Albott).

Deutschermeister Regimental March (Jurek)  
Wedded Whimsies (arr. Alfard).  
I Love you (Ortiz).

Romance (Rubinstein).  
7.30 to 7.40 p.m.—

From the Studio  
The third of a series of "Educational Talks" by Drury Lane.

7.40 to 7.50 p.m.—"Drury Lane Pantomime Memories"

7.50 to 8 p.m.—  
From the Studio  
"A Cinema Review" by Silhouette.

8 p.m.—Local time and weather report, closing local stock quotations.

8.05 to 8.25 p.m.—  
From the Studio  
A Jazz Piano Recital by Bill Cameron.

8.25 to 8.30 p.m.—"Dream Waltz" (Millocker).

8.30 to 9 p.m.—  
From the Studio  
A Lecture-Recital by Amy Bath—Hebridean Song and Story.

9 to 9.15 p.m.—A Relay of the Dventry News Bulletin (Copy-right by Reuter).

9.15 to 9.40 p.m.—  
Variety Items  
Orchestra—Memories of Horatio Nicholas.

Yodel—Dan, Dan the Yodelling Man—Harry Terrani.  
Vocal—Good Night—The Hill Billies.

Vocal—Travlin' all alone—The Boswell Sisters.  
Banjo Solo—Joy Dance—Ernest Jones.

Instrumental—Maybe It's the Moon.  
9.40 to 10 p.m.—

From the Studio  
"Lithuanian Folk Poetry" by A.H. Paterson.

(Late) Lecturer in English at the University of Kovno, Lithuania).

10 p.m.—Big Ben: Reuter Press Bulletins.

10.10 to 11 p.m.—Dance music.  
11 p.m.—Close down.

RADIO MANILA  
6 p.m.—Radio Crusaders, conducted by Bernie Nolasco.

6.30 p.m.—Spanish Informational Period.  
6.40 p.m.—English Informational Period.

6.55 p.m.—Stock quotations, through the courtesy of Swan, Culbertson and Frita.

7 p.m.—Radio Shopper.  
7.15 p.m.—The Magic Brain with Mal Partridge.

7.30 p.m.—Interlude of Songs with Francisco Trinidad.  
7.45 p.m.—KZEM Ideal Theatre "King and Queen of Melody Contest."

8 p.m.—Philippine Chamber of Commerce Broadcast.  
8.30 p.m.—Cystex Newspaper Adventures—"Who shall be Paroled?"

8.45 p.m.—Stock quotations and local market reports.  
9 p.m.—La Yebana.

9.45 p.m.—Popular Tunes and Requests.  
11 p.m.—Sign off.

BERLIN PROGRAMME  
9 p.m.—Call DJA, DJB, DJN (Germ., Engl.)  
German Folk Song, Programme "Forecast" (Germ., Engl.)

9.15 p.m.—Piano trio op. 70 No. 1 by Ludwig van Beethoven. Played by the Eva Fialschien Trio.

9.45 p.m.—News in English on DJA and in Dutch on DJB, DJN.  
10 p.m.—"The deceived Khadi" An opera by Gluck.

Conductor: Walter Sieber. Direction: Horst Wauer.  
11 p.m.—Working for Progress. Erwin Barth von Wehrensp.

11.15 p.m.—News in German on

## FLOOD RELIEF

Meeting With Good Success

Shanghai, Nov. 13.

The donations to the China International Famine Relief Commission show that a magnificent response has been made to the Commission's appeal. Despite the prevailing stringency the public has awakened to the serious problem with which the Commission is endeavouring to deal. It has reason. The magnitude of the disaster in Shantung and North

Kiangsu has been such that mere words have been insufficient to indicate it. The bald statement that 5,000,000 persons have been rendered homeless hardly covers the issue. Yet the Commission has endeavoured to canvass the sympathy of the public in the light of the knowledge which its statistics convey. The Yellow River, in the long history of its hesitations and diversions, has perhaps never so devastatingly exerted its baneful influence. It has destroyed towns and villages and in the completely altered face of the country over which it has poured misery, starvation and death had their way. Fortunately the gallant labours of the Flood Relief workers have been directed toward succouring distress and encouraging the people in the exercise of their natural qualities of stoical resourcefulness to reconstruct their lives and economy. Any help that can be given to this great work is a real asset to the country.

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The fat, says a Judge, do not write anonymous letters. Peaceful as that occupation is, the least strenuous of all the forms that hostilities can take, it is not the pursuit of those who seem, at first glance, peculiarly adapted for it. It is the lean bodies that sit at writing tables, and bony fingers that dip pens in vitriol and build up bombshells for harmless postmen to deliver. As a sport, anonymous letter-writing suffers from the handicap that, in the ordinary course, there is no way of watching the bomb explode. Butlers and parlourmaids, even relations, sometimes contrive to be present when they have written, or instigated, is read; but otherwise the imagination has to supply the picture. Attempts to watch, with a periscope, from a neighbouring tree or lamp-post rarely succeed: breakfast in England is so commonly taken in back rooms that look on to gardens in which it is quite unsafe to lurk. But the anonymous letter, with all its drawbacks, remains a permanent activity of mankind and on the whole the Post Office is undoubtedly right not to open all letters in order to weed out the anonymous offensive. Those who cannot afford secretaries to suppress anything unpleasant must face their daily post as best they can, even if it does come, for the most part, at breakfast. After all, it should give an added spice of pleasure to all nice letters that they might so easily have been entirely different, and even unpleasant communication from solicitors can claim to be signed and above board, very different from nameless threats of torture and death.

NOT ALL UNFRIENDLY

It must not be too hastily assumed that all anonymous letters are unfriendly. There is the warning letter, as sent to Lord Montagu and many others in their day, while cinema stars, and others for whom the gratitude of mankind waits forth, receive pages of praise from people who say their names would mean nothing and are best omitted. But the sad commentary remains that, when anonymous letters are spoken of, something unfriendly is assumed. Every now and then a case crops up in the Courts, and letters are traced home to some spiteful female, for this is one of the sports in which women have not had to win their painful way to equality with men. Severe remarks are made, and no doubt is allowed to linger about the scorn in which the law holds the writer of such letters. But it is perhaps a remarkable thing how few such letters are. Everybody can write, writing is cheap the dollops of other people form the chief mental food of a population of millions. Neighbours live cheek by jowl, strangely disapproving of the goings-on they see. Yet how seldom, in comparison with the opportunities, does this anonymous denunciation occur! Much of this abstention is from magnanimity of mind, a feeling that it is unworthy to write what you are not prepared to ring the front door bell and recite. Much is sheer indolence, for to many the writing of a letter is a heavy labour, involving any amount of anxious sacking of the pen. Much is due to the noble British Press, which is the lightning conductor for all manner of four emotions, and men and women who have written to editors feel a wonderful calm in their souls. But some of the anonymous letters that never get written fail to achieve being from considerations of thrift. Why waste good paper and ink and grind down a useful nib on persons of utter worthlessness? Those who deserve anonymous abuse, and are not receiving it, may usefully reflect on the deep ignominy of not being worth the labour and expense of a written castigation.

REFUGING AN OLD BRAIN THEORY

Ape-Like Ridges In Highest Types

Scientists of the Bekhterov Brain Institute in Leningrad declare there is no truth in the theory that differences of brain formation divide mankind into higher and lower races.

The ape-like ridges, regarded by many experts as characteristic of the so-called "lower races," are found even in the brains of prominent European scientists," says M. Webber, the assistant director of the Institute.

Five hundred brains, including those of Lenin and many other leaders of Russian thought, have been studied.

After being kept for months in special solutions the specimens are sliced into thousands of sections, some of which are only four-millionths of a metre in thickness.

"SAFETY FIRST" BROADCAST IN ENGLISH

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DJA, DJB, DJN, Close DJB (Germ., Engl.)

11.30 p.m.—80-day in Germany Sound Pictures.

11.45 p.m.—Humorous Variety with "Anecdotes from the Lower Kingdom: 'There must be Fun!'"

12.15 a.m.—News in English on DJA and in Dutch on DJB, DJN.

12.30 a.m.—Close DJA, DJN (Germ., Engl.)

## LEAN BODIES AT WRITING TABLE

Who Are The Writers Of Anonymous Letters?

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## LAMBERTS AUCTIONS

## PUBLIC AUCTION.

THE Undersigned have received Instructions

To Sell by  
PUBLIC AUCTION

TUESDAY, NOV. 19, 1935

COMMENCING AT 10.30 A.M.  
AT THEIR SALES ROOM,  
N. 4, DUDELL STREET

A QUANTITY OF  
MISCELLANEOUS GOODS

Comprising:—  
Woolen, Artificial Silk and Cotton Piece Goods, Cotton and Woolen Blankets, Artificial Silk Stockings, Socks, Singlets, Rubber Shoes, Elastic Braces, Gramophone Needles, Sewing Needles, Metal Press Buttons, Fountain Pens, Lead Pencils, Pen Knives, Ginseng (Korean and American), Chinaware, Sharps, Pins, Fish Maws, Bicho De Mar, Compo, Dried Shrimps, Cuttle Fish, Awabi, Mussels, Mushrooms, Birds' Nest, White Pepper, Confectionery, etc., etc.

TERMS—CASH ON DELIVERY.

LAMBERT BROS.,  
AUCTIONEERS.

## PUBLIC AUCTION

THE Undersigned have received Instructions

To Sell by  
PUBLIC AUCTION

TUESDAY, NOV. 19, 1935

AT THEIR SALES ROOM,  
No. 35, HANKOW ROAD,  
KOWLOON

A QUANTITY OF  
VALUABLE HOUSEHOLD  
FURNITURE

Comprising:—  
Teak Wood Dining Room & Bed Room Furniture, Chesterfield Suites, (Ornaments, Glass & Porcelain Ware, Pictures, Clocks, Batten Ware, etc., etc.

also  
A SELECTION OF BLACK  
WOOD FURNITURE

and  
One Radio Set

ON VIEW FROM MONDAY,  
THE 18th NOVEMBER, 1935.

TERMS—CASH ON DELIVERY.



## CINEMA TRADE NOTICES

## WEDNESDAY'S CHILD

"Wednesday's Child," opening today at the Star Theatre, is an adaptation of the Broadway success, of which Gilbert W. Gabriel, dramatic critic of the New York American, wrote:

"I am recommending 'Wednesday's Child' with all my heart to the happily married, the unhappily married, the more or less divorced, to quite everybody who has any sense and sensibility, including even the awardest of the next possible Pulitzer prize."

Frankie Thomas, who also had it in the play, has the title role in the picture, being featured along with Edward Arnold and Karen Morley, Shayne and other favourites in supporting parts. John Robertson, noted for his human interest touches, directed it.

## "DANTE'S INFERNO"

A gripping modern drama, with romance and breath-taking spectacle combined in super-entertainment, showing to-day at the King's and Alhambra Theatres. It is "Dante's Inferno," which creates for the first time on the talking screen, the thrilling adventure of Dante in his journey through Inferno, serving as the expression of a modern story theme.

## "EVERY NIGHT AT EIGHT"

To "Every Night At Eight," hilarious romantic musical comedy now showing at the Queen's Theatre, goes the distinction of utilizing the timeliness and current popularity of the amateur radio hour and bringing it to the screen for the first time as a basic theme for a motion picture. This film musical serves as a two-fold purpose, not only in presenting George Raft in an entirely new characterization as an egotistical leader of an amateur band, but in introducing Frances Langford, radio songstress of considerable fame.

## CARTOONISTS AT WAR

News does get about. The other day "The Evening Times" published a cartoon showing Signor Mussolini in the garb of Caesar standing on the bank of the Suez Canal with one foot in the water. The picture bore the neat caption: "Suicide!" Rome is evidently not outside the circulation range of "The Evening Times," for yesterday's issue of the newspaper "Il Tevere" contained a companion cartoon showing John Bull immersed to the mouth in the Canal. Beneath was the inscription: "As 'The Evening Times' said, Suezidic! Truly—closing the Suez Canal!"

Now, having taken a page out of one of our evening newspapers, will Rome take a leaf out of our book on the peace question?

## "STRANDED"

Warner Bros., latest service story, "Stranded" coming to the Queen's Theatre at an early date, with Kay Francis and George Brent in the stellar roles. The Army, the Navy, the Flying Marines and the Department of Justice, have formed the background for Warner Bros. screen hits. Now the United States Department of Immigration is used. The screen play by Delmer Daves is based on the story, "Lady With A Badge" by Frank Wead and Ferdinand Reyher, and is said to contain more heart-rending interest than any preceding service stories.

## "MURDER ON A HONEYMOON"

Unseen death haunts the cabin of a seaplane as it speeds from Los Angeles to Catalina Island in the RKO-Radio mystery-comedy, "Murder on a Honeymoon," featuring Edna May Oliver and James Gleason, coming on Wednesday to the King's Theatre. Chills, thrills and chockles alternate in this exciting murder mystery, which is a companion picture of "The Penguin Pool Murder" and "Murder on the Blackboard," best-selling novels by Stuart Palmer.

## ADAPTING WAR FILMS

## Have To Be "Stretched" To Suit Sound Projection Rate

Old war films are "stretched" in order to adapt them for use in modern sound films of war episodes.

Reporting on the use of the films which have been kept by them since the Great War, the Imperial War Museum in its 18th annual report states that war films have been hired by film and news-reel companies at 6s. a foot. Before these old "silent" films can be "injected" into modern sound productions, the report states, producers must go to the expense of "stretching" them—that is, printing every second picture-frame twice in order to run at the sound film rate of 24 pictures per second instead of 16 pictures per second. Producers have also to add sound effects and commentary.

Until the museum has its own theatre for showing these war films, the public must continue to look to the trade and other non-official users to put these historic records on the screen.

## DEATH OF MR. C. KIRBY

(Special Air Mail Service)

London, Oct. 25. Mr. Claude Kirby, the chairman of the Chelsea Football Club, who has been lying very ill for several weeks, died yesterday at the age of 87.

Mr. Kirby sponsored the beginning of the Chelsea club, and since 1905 had been the club's one and only chairman. In his younger days he was well known on the athletic track, played hockey, lawn tennis, and football, and was one of the first members of the King's Colonial Yeomanry. He gained his early successes on the track with Finchley Harriers, whom he carried to the fore, and afterwards he joined Paddington A.C. He covered all the distances from the sprint to the mile, and won over 100 prizes. He was a life member of the London Athletic Club.

The funeral will take place tomorrow morning at 11.30 at Brompton Cemetery.

## FINAL SHOWINGS TO-DAY AT THE

**KING'S** ALHAMBRA  
At 2.30, 5.10, 7.15 & 9.30 P.M. At 2.30, 5.30, 7.30 & 9.30 P.M.  
SPECTACULAR CHALLENGE! TIMELY!



TO-MORROW AT KING'S  
"MURDER ON A HONEYMOON"  
with EDNA MAY OLIVER-JAMES GLEASON  
RKO-RADIO PICTURES

TO-MORROW AT ALHAMBRA  
"MEN OF THE HOUR"  
with RICHARD CROMWELL-BILLIE SEWARD  
A COLUMBIA PICTURE

## What The London Film Critic Says

## "MEN OF THE HOUR"

Daven Durkin... Richard Cromwell  
Ann Jordan... Billie Seward  
Andy Biane... Wallace Ford  
Nick Thomas... Jack La Rue  
Dick Williams... Wesley Barry  
Harper... Charles Wilson  
Steve... Ernie Adams  
Bill... Eddie Hart  
Joe... Mark Lawrence  
Police Captain... Pat O'Malley  
Walters... Gene Morgan  
Long... Stanley Taylor  
Directed by Lambert Hillier.

Hackneyed and unconvincing drama of the newsreel cameramen, saved by incidental thrills which are often quite exciting. Just fair.

Wallace Ford and Richard Cromwell are two newsreel men. Both fall in love with Billie Seward. They quarrel in a flag and quilt kind of way, but make everything up in time for a wedding ceremony at which one is the groom and the other cranks the camera. There is, of course, a gunman interlude.

The film would not be any great shakes without Wallace Ford. He and the various moments of suspense make it just entertaining enough to deserve attention.

## "MEN OF THE HOUR"

There's never a dull moment in the life of a newsreel cameraman! If he isn't clambering aboard a sinking ship to get a shot of the radio operator at his post, he's throwing himself in front of a speeding ambulance to save a can of precious film.

Or so Richard Cromwell and Wallace Ford discoursed during the making of "Men of the Hour" the Columbia production, dramatizing the lives of those soldiers of fortune who use a camera where their predecessors swished a sword. "Men of the Hour" is playing at the Alhambra from Wednesday to Friday.

Both Cromwell and Ford have always been interested in the adventurous exploits of newsreel cameramen, but they failed to realize the actual danger involved in the day's work until they reported on the set the first day of production.

## FOREIGN BANKERS IN CONFERENCE

## Result Of Deliberations Not Made Public

Shanghai, Nov. 13. Another meeting was held at five o'clock yesterday afternoon by the Foreign Bankers' Association regarding the handing over of their silver to the Chinese Government. As the meeting was a private one and held "in camera," the result of the deliberations was not made public, although it was intimated that definite news would probably be forthcoming shortly.

The meeting was continued from a previous one held on Friday, when a letter was despatched to Dr. H. H. Kung, the Minister of Finance, assuring him of the bankers' willingness to co-operate with the Chinese Government's monetary reform programme, but stating that a definite decision regarding the surrender of their silver holdings could not be arrived at until the banks concerned had received instructions from their diplomatic representatives. In a number of cases, local banks are awaiting word from their head offices abroad as to the policy to be adopted.

## "SAFETY FIRST" FILM.

A large Safety-First film is being shown at the principal theatres as a part of the regular programme. This film has been duplicated and preceded by a short speech on Safety First in Chinese. The speech takes 3 minutes to deliver and the film 11 minutes to show.

In Hong Kong the film will be shown at all performances by courtesy of the management at:—

Nov. 18 Kau U Fong Theatre  
"19 King's Theatre  
"20 Central Theatre  
"21 World Theatre  
"22 Grand Theatre  
"23 &  
"24 Sai Yuen  
"25 Oriental Theatre  
and in Kowloon at:—

Nov. 18 &  
"19 Prince's Theatre  
"20 &  
"21 Majestic Theatre  
"22 Alhambra Theatre  
"23 Koon Chung Theatre  
"24 Mong Kok Theatre  
"25 Portland Theatre  
"26 Kwong Chee Theatre  
"27 Yumai Theatre  
"28 Ming Sing Theatre  
"29 Pei Ho Theatre  
"30 Star Theatre

A number of Safety First slides have also been distributed to theatres and will be shown among advertisements during performances.

## A LITTLE WAR OR A GREAT ONE?

## Italy Under The Urge Of Fate

In spite of all the talk and occasional moments of optimism, war between Italy and Abyssinia has for several weeks been regarded as inevitable.

Signor Mussolini is determined upon it. As the Duce said:—"For many months Italy has been under the urge of fate and in a spirit of calm determination is heading towards its goal."

The world, so long used to wars and rumours, now looks upon this conflict with special fear and apprehension.

Before the League of Nations began its chequered career such a war would have been in the imperialistic tradition; other nations would have regarded it as a purely colonial enterprise.

But the League Covenant legally involves all nations, under the clause of sanctions, in dispute with any aggressor State.

The question of sanctions has been so fully debated of late as to leave nobody in doubt as to their result if fully applied. Before they can be applied, however, there must be unanimity among all members of the League.

We do not think complete unanimity in all its departments will be forthcoming. The British Empire is therefore in a particularly delicate position, and it behoves the nations to walk very warily.

Any precipitate step might turn a small war into the greatest and perhaps the final war, one not to end or limit war, but to write finis to civilization.

Let there be no mistake about this. Italy-Abyssinian affair is a crisis of crisis.

Those who deluded themselves that Signor Mussolini was bluffing now realize that he was in deadly earnest, and that "44,000,000 Italians are marching" with his army.

The solemn question before the nations now is, since the war in Ethiopia is inevitable, can it be localized, or is the world to run the risk of a new Armageddon?

## URGED TO TELL POLICE

## Londoners Must Help To Check Crime

Scotland Yard, headquarters of London's police system, is preparing for greater co-operation still from the citizens of Britain's capital.

An effort is being made to impress upon all Londoners that their active participation can help to diminish crime.

All telephone subscribers have been asked to lend their aid, in a special booklet sent from Scotland Yard.

In this booklet a reminder is given of what the Yard is doing and how its night "flying-squad" patrols carry out their work.

Subscribers are asked to remember that should they see a burglary or a "smash-and-grab" raid, or should they notice a suspicious character loitering about, they ought to telephone direct and at once, to Scotland Yard.

It is explained that when they do this the Yard Information Room immediately sends out an order to the nearest radio cars to go at once to the street in question.

There are 50 patrol cars in London by day and 30 by night. In the Information Room at the Yard there is a map in which the position of these cars is constantly checked.

Publicity is being given here to the need for using police telephone boxes. These are spread around Outer London, and immediate contact with the police district headquarters can be made through them.

It is acknowledged at Scotland Yard that one of the chief weapons in the hands of the police for keeping down crime is the co-operation of the ordinary citizen. The citizen in England has no cause to be afraid of possible results if he reports mysterious happenings to the police.

## WHY WOMEN SMOKE?

The fact that women smoke to the extent that they do is due to the cigarette advertisement writers. When the publicity began to influence women to smoke cigarettes the first advertisers merely showed a package of cigarettes in the same picture with an attractive young woman. The change was most gradual. In the later advertisements the young woman is an accomplished smoker, and the same skillful advertisement writer has succeeded in carrying the impression and the conviction to the young women of the land that smoking cigarettes is smart.

## BRITISH WOOL TRADE BUSIEST SINCE 1918

Britain's woolen trade has broken all post-war production records during the first eight months of 1935, it is shown in a report of the Bradford Conditioning House, through which all records of the wool textile activities pass.

The report states that the weight of goods passed out of the mills was 87,792,728 pounds. The previous post-war record, which was set up in 1924, was 56,164,000 pounds. The 1935 total represents an increase of about 55 per cent. on the same period last year.

## TO-DAY AT THE CINEMA

## Hong Kong

KING'S:—"Dante's Inferno"  
QUEEN'S:—"Every Night At Eight"  
ORIENTAL:—"Our Little Girl"

## Kowloon

ALHAMBRA:—"Dante's Inferno"  
MAJESTIC:—"Public Hero No. 1"  
STAR:—"Wednesday's Child"

## Coming

KING'S:—"Murder In A Honeymoon"  
QUEEN'S:—"Stranded"  
ORIENTAL:—"Kansas City Princess"  
ALHAMBRA:—"Men Of The Hour"  
STAR:—"It's A Cop"  
"Georges White's 1935 Scandals"

## LORD SNOWDEN ON THE ELECTION

## Warm Praise For Mr. Eden

(Special Air Mail Service)

London, Oct. 23. Viscount Snowden strongly criticised the Government's handling of the Italo-Abyssinian dispute and its expected decision for an early General Election in a speech at the National Liberal Club yesterday.

He said that a study of events in the Italo-Abyssinian affair made melancholy reading. It was a story of delay, weakness and indecision.

Referring to the election, Lord Snowden said:

"Mr. Baldwin has apparently surrendered his better judgment to the clamour of his party now, as he did four years ago. By the spurious appeal to patriotism, and the advantage they hope to get from dissensions in the Labour party and divisions in the Liberal party, they expect to snatch an electoral victory and to secure another four years of Tory government."

"The result of the election is certain to be that the Tories will not poll a majority of the electors, and they will lose at least 200 seats."

"I do not object to a General Election. I would have welcomed it at any time during the last three years; but it must be an honest election and not a trick election."

To force an election now in the distracted state of public feeling is a mean and partisan act, and I believe that the majority of the electors will think so.

**CENSURE FOR DELAY**  
"Sincere and patriotic voters need not fear that they will endanger the safety of the country by voting against the Government. The very opposite is likely to prove true. Support of the League and a firm foreign policy would be far safer in the care of the Opposition than in the hands of the present Government."

"Till the events connected with the Italo-Abyssinian question developed, the Government's support of the League was lukewarm and by the wavering nature of their policy they with the other Governments concerned, provoked the present sad state of affairs, for which they must accept their share of responsibility."

"By the beginning of September the situation had become so serious and the inaction of the League Council had become such a scandal that it was compelled to act. Instead of the British Government deserving credit for their present belated policy, they deserve, along with other Powers, severe censure for having allowed matters to drift to their present tragic conclusion."

"I think it only fair to pay a warm personal tribute to Mr. Eden, who, in extremely difficult circumstances, has shown great courage and more than ordinary

## MAJESTIC THEATRE

NATHAN ROAD, KOWLOON  
FINAL SHOWINGS TO-DAY  
At 2.30, 5.20, 7.20 & 9.30 P.M.

## SECRETS OF THE WAR ON CRIME!

Watch the rats take to cover!

Drama to tear this shock-proof town apart! Romance as glamorous as its thrills!

## PUBLIC HERO NUMBER 1

Used by Lawrence  
John Arthur  
Chester Morris  
Joseph Callahan  
Paul Kelly  
Linda Stacey  
A Metro-Goldwyn-Mayer picture

capacity. He has been hampered by the lack of cordial support from his colleagues, especially when dealing with a reluctant French Premier, and the country is really indebted to him for his conduct of affairs thus far.

## FOREIGN CRITICISM

"Mussolini has known his own mind and purpose all along. The British Government has had no policy for years past, and has deserved the criticism this notorious fact has excited abroad. Is it safe, then, to trust such a Government for another long term?"

"If you answer that its arms policy calls for support, my reply is that to urge more arms and a League policy at the same time is contradictory. We are by no means ill-equipped, as some would have us believe, and the development of collective responsibility should make it easier for each nation to reduce its arms in proportion to the share of responsibility which will be taken by its colleagues in the League for the maintenance of the general peace."

It was difficult to speak calmly of the Government's complacency in the matter of unemployment. The problem demanded courageous action and big schemes. When private enterprise failed to find work for men it was the duty of the State to do so. This Government would not do it. They preferred to spend money on armaments rather than on national development.

"One would have imagined," he added, "that the supreme importance of getting the Tories out at the next election would be so apparent that the progressive parties would bury their hatchets, if only temporarily, to unite for this purpose, and so save the unemployed from despair and the country's peace and freedom from the menace of destruction."

"Liberalism should be kept alive, for the time may come when a strong Centre party may be needed to hold the balance between reaction on the one hand and revolution on the other."

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THE COMEDY STARS OF DAMES  
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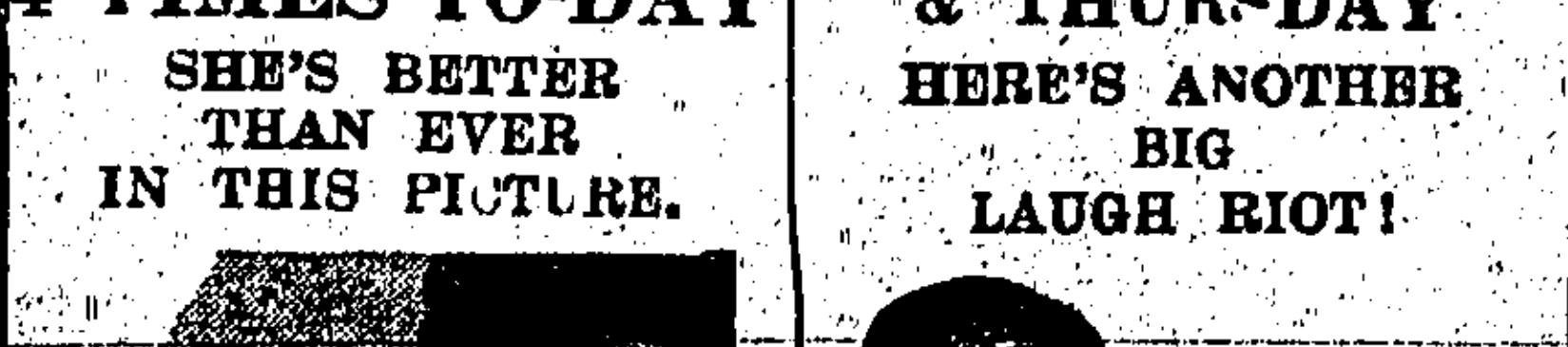
## KANSAS CITY PRINCESS

THE COMEDY STARS OF DAMES  
IN A BIG HIT ALL THEIR OWN

Edward Arnold  
Karen Morley  
Frankie Thomas  
NEXT CHANGE  
SYDNEY HOWARD  
in  
"IT'S A COP"  
A United Artists Release

## ORIENTAL THEATRE

LAST 4 TIMES TO-DAY  
SHE'S BETTER THAN EVER IN THIS PICTURE.



## OUR LITTLE GIRL

THE COMEDY STARS OF DAMES  
IN A BIG HIT ALL THEIR OWN

## KANSAS CITY PRINCESS

THE COMEDY STARS OF DAMES  
IN A BIG HIT ALL THEIR OWN

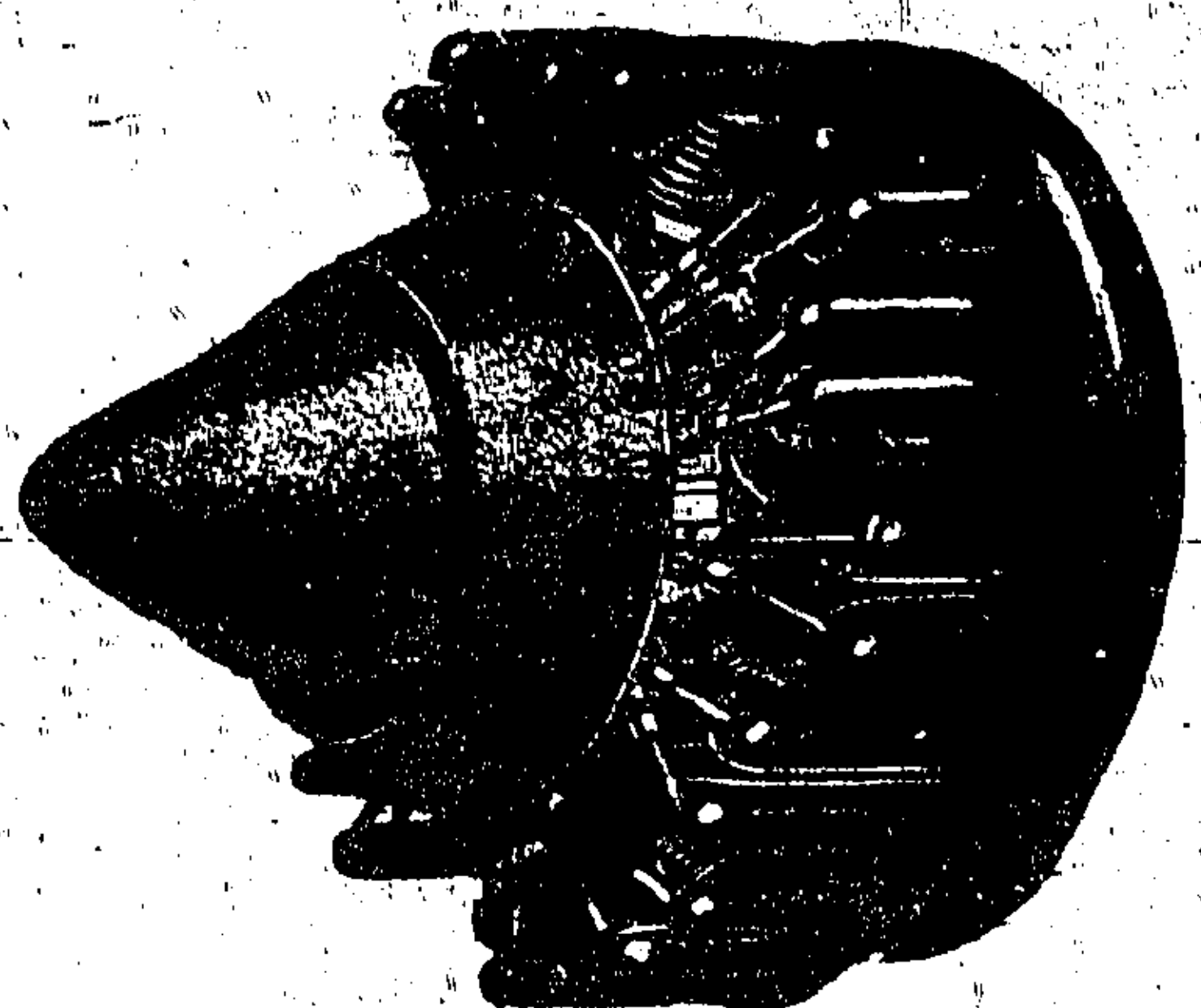
Edward Arnold  
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JAMES "SWYNDON"

## FATAL TRAFFIC ACCIDENT

### Coroner Holds Enquiry Into Death Of Chinese

An inquiry was held at the Central Magistracy by Mr. W. Schofield into the circumstances surrounding the death of a Chinese named Chan Sze, age 46, who was knocked down by a lorry, No. 2302, in Des Voeux Road Central near 103 House Street on October 15, 1935.

The jury consisted of Messrs. Wong James N'ing, L. A. Xavier G. A. Milbank. The first witness called was Dr. G. H. Thomas of the Government Civil Hospital, who stated that at 11.30 a.m. on October 15, a Chinese male was admitted into hospital, his name being given as Chan Sze. On examination witness found that the right lower limb was severely injured, and the right half of the abdomen was tender, and very rigid. He told the man who was still conscious that he (witness) suspected internal injury, and wished to make an exploratory operation. The man refused to allow this and said that he did not wish to remain in hospital and wanted to return to his country. His brother was also present. He then drafted out a note to the effect that he wished to leave the hospital and return to the country, and gave it to his brother and another man present to sign. Later he was taken away.

Dr. Shaw of the Victoria Mortuary, next to give evidence, said that on October 18, he performed a post-mortem examination on the body. There was a large contusion of the right lower abdomen which passed down to the right thigh. There was also a fracture of the thigh bone above the knee.

#### A SICK MAN

Internally the lungs were affected, and showed signs of tuberculosis. The general condition of the body was that of a sick man. The cause of death being shock and multiple injuries.

Witness thought that there was little chance of the man surviving his injuries no matter what medical attention he received. The injuries seemed consistent with those of being knocked down by some vehicle.

After evidence of the brother had been taken, Wan Chung, driver of the lorry was next examined. In evidence witness said that on the day of the fatal accident, he was driving his lorry, No. 2302, along Des Voeux Road and when nearing Ice House Street, he saw a man crossing the road. Witness was driving at a speed of about 12 miles per hour. He sounded his horn and seeing that the man took no notice of a warning, he applied his brakes, but it was too late and the man was struck by the right front mudguard of the lorry, and almost simultaneously the lorry came to a standstill. He got out of his lorry and found that the man's right leg was under the wheel, so he backed his lorry a foot and lifted the man on the pavement. The injured man could not move so he summoned the ambulance and had him removed to the hospital.

After further evidence was taken the jury returned a verdict of death by misadventure, adding a rider that "without being able to ensure the driver, we should like it to be recorded that the lorry was being driven by a man who was not wearing his spectacles although in his license it was stated that he should wear them."

## H.K. POLICE RESERVES

Orders by the Hon. Mr. T. H. King Inspector General of Police.  
**BLUE UNIFORM**  
Blue Uniform will be taken into wear between 20.00 hours and 08.00 hours from 18th November, 1935.

**CHINESE COMPANY**  
Special Duty—Members of the Chinese Company detailed for special duty in connection with the Safety First Campaign will report at the Indian Company Headquarters on Tuesday, and Thursday, 19th and 21st November, 1935, at 18.30 hours for instruction.

**INDIAN COMPANY**  
Commendation—Constable P228 Ram Din of the Indian Company is commended and granted a commended service bar by the Hon. Inspector General of Police for his action in rescuing a Chinese female from drowning on 6th October, 1935.

**Strength**—Constable P293 Jafar Mohamed has been taken on the strength of the Indian Company, as from 9th November, 1935.

## EXPERT WOOD DETECTIVE

### His Impression Of The Hauptmann Trial

The man with what is probably the oddest pocket-book in the world is now in the United States. He is Dr. Arthur Koehler, the wood technologist, who is known to the world as the expert witness who gave the Hauptmann trial its most dramatic twist by proving that the ladder left behind by the kidnapper of the Lindbergh baby had been made from the flooring in the Hauptmann attic. In his neat little pocket-book, strung together on small metal rings, Mr. Koehler carries about with him a complete collection of microscopic photographs of the timber exhibits at the trial which led to Hauptmann's being found guilty.

Mr. Koehler is a shy little man with delicate-looking silver-rimmed spectacles, but once you have persuaded him to produce his pocket-book he does so with quite justifiable pride, indicating with a pencil-point the minute marks of the plane which led him to the identification of the timber, in spite of the fact that he was not called in by the police till a year after the kidnapping. Naturally enough, he puts forward a strong case for the employment of highly skilled technical experts in instances of this kind, and is quite undismayed by the argument that even with finger-print identification there may conceivably be a million-to-one chance that the expert is wrong. He was anxious to correct the impression that the Hauptmann trial was a noisy affair, "more like a fun-fair than a murder trial." The press accounts, both in England and in the United States, he declares, gave a misleading impression. Even attempts at whispering in the courtroom were silenced, he says.

#### A BOMB IN A PARCEL

Mr. Koehler has appeared as expert witness in several important cases since then. Some months ago a drainage inspector in a small United States town received a parcel. He and his wife were opening it when the parcel exploded, killing the woman and blowing off several fingers of the man's hand. Suspicion fell on a farmer who had protested against certain draining reforms being carried out on his land. The only clue was a microscopic fragment of elm which had formed part of the bomb. Mr. Koehler was called in and soon identified the fragment with elm found in the suspect's possession. Thus the foundation of evidence was laid, and the suspect was laid, and the suspect was eventually sentenced to life imprisonment.

A somewhat less sinister episode was that in which a college janitor was suspected of having been an accomplice in a theft of alcohol from the college cellars after a football match. The only evidence was some minute fragments of wood in an auger in the janitor's possession. In this case, however, the suspect was acquitted, as the fragments were found to be of maple, whereas the burgled cellar door was of pine.

In England Mr. Koehler was deeply impressed by his visit to the Forest Products Research Laboratory at Princes Risborough, where timber for commercial purposes is put under severe and sometimes amusing—physical tests. As a timber enthusiast, he is naturally pleased at what he declares to be the marked decline in metal furniture in the United States and the return to wood. It is only recently, however, he says, that United States manufacturers and designers of wooden furniture have wakened up to the strange and lovely uses to which timber can be put.

**Special Duty**—Members of the Indian Company detailed for special duty in connection with the Safety First Campaign will report at the Stations as ordered at 20.00 hours. Dress—Blue Uniform and Cap with White Cover.

**EMERGENCY UNIT RESERVE**  
Defendu—Defendu Instructions will take place in the basement of the Sailors' Home and Seamen's Institute on Friday, November 22nd 1935. All members are requested to be present at the above mentioned place at 17.20 hours.

D. L. KING.  
D. S. P. (C)  
Hong Kong, Monday, Nov. 18, 1935.

## CHINESE ART EXHIBITION

### Their Majesties Lend Jade Collection

The King and Queen are lending 40 works of art to the International Exhibition of Chinese Art which is opened in London on Nov. 28. From his collection of jade at Windsor Castle the King sends 18 pieces, and from Buckingham Palace a bronze of the Shang Yin dynasty that was presented to Queen Victoria by the Emperor of China in 1887.

As Europe has been profoundly influenced by Chinese designs and methods since the Seventeenth Century," says Mr. F. St. G. Spence-Love, Assistant Secretary to the Exhibition, "it is likely that this Exhibition will give a new impetus to the use of motives and colour schemes from China in decoration, furniture and fabrics."

#### CHINESE ARTISTRY

The objects to be seen at Burlington House represent the full glory of Chinese artistry over a period of some thirty-five centuries. The vast majority of them are from the Imperial collections formerly housed in the Peking Palace.

The chronological order begins with the ritual bronzes of the Shang-Yin and Chou Dynasties. These two dynasties, in which myth ends and history begins, cover a period of some 1,500 years, ending shortly before the building of the Great Wall and the burning of the classics in the third century B.C.

Of the many remarkable examples of craftsmanship in jade, probably the most outstanding is a set of three seals connected by chains, the whole cut from a single block of the most rare yellow variety.

In the porcelain section there are the green-glazed celadons, first made in imitation of jade, which became famous during Sung times (A.D. 960-1279) and were shipped abroad in great numbers. Some of their popularity is supposed to have been due to the belief that by placing food containing poison in a container of celadon the fatal ingredient was immediately betrayed.

#### FROM THE SUNG PERIOD

The premier Chinese art is represented by 170 paintings and examples of calligraphy. Paintings of the Sung period include two by the Emperor Hui Tsung, who was a most enthusiastic art patron but an unfortunate monarch. In 1125 he was taken captive by the Tartars; his brilliant Academy of Painting was dispersed and a large part of his great collection of pictures destroyed. A much later artist-emperor whose work is shown is Ch'ien-lung (A.D. 1736-1795).

Chronologically, the catalogue of paintings ends with the work of "Lang Shih-ning" (Guiseppe Castiglione), an Italian Jesuit who worked in China under the patronage of the Emperor Ch'ien-lung. Among the exquisite minor arts of China to be displayed are twenty-nine examples of K'ou-shih (silk pictures); some as early as Sung times. The finely-carved red lacquer of Peking, made in the Imperial workshops, is included; also cloisonné and painted enamels, and a splendid group of throne-room furniture.

The exhibition remains open until next March.

## WAY TO PEACE

### Fairer Distribution Japanese Urged

Many leaders of the Japanese Government, in considering prospects for an early naval conference, believe the powers might properly give attention to the possibilities of promoting peace through eradication of the causes of war.

A Foreign Office spokesman said today: "Among these causes, he said, is the unequal distribution of the necessities of national existence." He declined to confirm, however, press dispatches from London reporting that the Japanese reply to a British suggestion for a naval conference specifically referred to the desirability of studying the connection between distribution of territories and natural resources and the questions of war and peace.

## AROUND THE COURTS

### BRIBING THE POLICE

At the Central Magistracy yesterday To Kung Leung a shop fohi appeared before Mr. W. Schofield on a charge of bribing a bicycle constable to ride on the Village Road, and giving a bribe of 50 cents to Indian Police constable Channan.

The constable, in evidence, said he saw defendant riding the bicycle without a lamp in the Village Road, and giving a bribe of 50 cents to Indian Police constable Channan. Defendant had no other kind of light on the bicycle. On the way to the station, the defendant put 50 cents into his hand and asked him to release him. Near the Police Station, a man came running up, and gave the defendant a torch.

Defendant admitted that he had not lamp adding that he carried a lighted torch, and he gave the money to the constable because he asked for it. The constable took the money and went a short distance away, and then returned to arrest him.

Mr. Schofield fined him \$2 on the first charge, and dismissed the second charge.

Lai On, aged 55, unemployed, was sentenced to six months' hard labour by Mr. E. I. Wynne-Jones at the Kowloon Magistracy yesterday for a breach of a Deportation Order. Defendant admitted two previous convictions for begging, and stated that he had returned to find work. Defendant was banished for a period of ten years in May this year. Detective-Sergeant Franklin prosecuted.

Four men, Chau Man, 45, unemployed, Chan Tong, 28, sampan fohi, Wong Shum, 31, sampan fohi and Yip Shu-sun, 21, unemployed, were charged before Mr. E. I. Wynne-Jones at the Kowloon Magistracy yesterday with the theft of 30 fathoms of 34 inch rope from the s.s. Hunan, of the China Navigation Co. on November 11. Defendants admitted the theft and first accused, who had three previous convictions, was sentenced to six weeks' hard labour, while second and third accused were each sentenced to one month. The fourth accused was discharged as the prosecution offered no evidence against him. Detective-Sergeant R. Davies prosecuted and stated that another man, Lai Chu, was implicated in the theft but he had not been arrested. The rope had not been recovered.

## ANGLO-CHINESE DICTIONARY

New Volume Of 52,000 Words.

Giving English and Chinese definitions of 52,000 English words, the new "Practical English-Chinese Dictionary," has just been issued by the Commercial Press.

Based principally upon the "Winston Simplified Dictionary," the new publication endeavors to give the most complete definitions possible to even the simplest of words, as the volume is designed for the purpose of serving students. It is also arranged so that the business man will find it an invaluable part of his library.

Included in its pages are many new words, among them, "Batter," "Battery," "Bonzer," "Broad Line," "Columnist," "Enplane," "Nazi," "Neurodyné," "Nudism," "Technocracy," "Violet Ray," and many others.

One of the difficult problems confronting the Chinese student is the mastery of English idioms, and in order to make their meaning clearer more than 4,000 idioms colloquialisms and slang commonly used have been included. These are given with their definitions and Chinese translations. Illustrative sentences showing the correct use of words and idioms are profuse throughout the book, numbering more than 30,000.

Another practical feature of the dictionary is the inclusion in its Appendix of business terms and abbreviations as are commonly used in every day life.

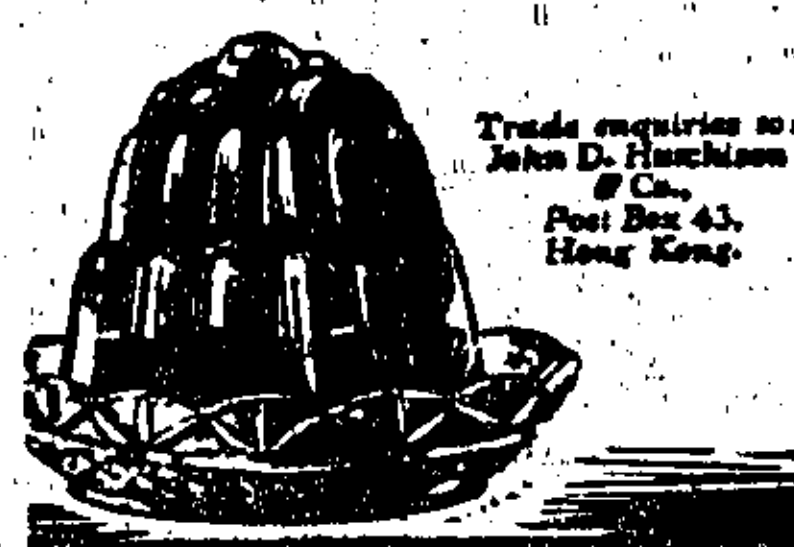
So complete is the Practical English-Chinese Dictionary, and so handy the volume it can be highly recommended to the student and business man.

Editors of the volume are T. H. Lee, L.L.D., F. W. Kwai, Ph.D., E. Lee, M.A., M.B.A., while Associate Editors are O. Wong Ph.D., C. Y. Sung, M.A., Maide Kuo, M.A., Y. H. Yum, L.B. and P. C. Kwok—M. H.



Once you have tasted a jelly containing the natural juices of ripe fruit you will quickly detect a new and altogether pleasing flavour. That is why so many hostesses make a special point of insisting on—

**Cerebos**  
Jelly Crystals



## FASHION PARADE

Large Throng At Lane Crawford

Mrs. Moodie-Heddie held her first dress show at Lane Crawford's yesterday morning, where a large and smart crowd gathered to see all her latest models. She was wearing herself an extremely smart tailored grey and black light tweed suit, which had only just arrived from Hollywood and was made by Viola Dimmitt. Everybody enjoyed the show immensely, and afterwards Mrs. Moodie-Heddie was receiving congratulations all round, so well did she run it and so lovely were many of the gowns. There were some very smart and practical golf outfits, and some useful and attractive evening gowns for those who may be going home or possibly taking a trip for Christmas.

Lovely evening gowns and cocktail frocks were very much in evidence. In all the latest designs and materials, also a number of evening coats, long and short were shown, tailored suits, winter coats and morning and afternoon ensembles also. I advise everybody who is thinking of buying anything to go very quickly and see Mrs. Moodie-Heddie as I am quite sure that everything will be gone in a very short time. Yesterday morning was a private show, but it will be open to the public this afternoon from 4.30 to 6.30 p.m. and all those who possibly can get there I know will—P. M.

## POPPY DAY FUND

Previously Acknowledged: \$10,519.45  
Swallow-Sale of Poppies: 200.00  
Hindoo-Sale of Poppies: 284.25  
Mrs. Ling-Sale of Poppies: 50.00  
Pies (Kongmoon): 42.40

Total: \$11,246.05



## FULL COURT HEAR COLLISION CASE

### Last Year's Harbour Incident Recalled

Appeal and cross-appeal against the judgment of Sir Atholl MacGregor in the litigation following the collision between the "President Jefferson" of the American Mail Line and the s.s. "Afrika" of The East Asiatic Co., Ltd., which took place in Hong Kong about a year ago was heard before a Full Court yesterday at the Supreme Court. In his judgment Sir Atholl MacGregor placed 70 per cent. of the responsibility on the American Mail Line steamer and the other 30 per cent. on the "Afrika" and both parties are now dissenting against this verdict.

Sitting at the full court are:

The Chief Justice, Sir Atholl MacGregor; Mr. Justice A. G. Mossop, Judge of the British Court in Shanghai; and Mr. Justice R. E. Lindell. Puisne Judge with Captain R. Benson, R.N., and Captain J. Smith.

Mr. F. C. Jenkin, K.C., and Mr. H. G. Sheldon, instructed by Mr. D. H. Blake, of Messrs. Wilkinson and Grist, appeared for the American Mail Line. Mr. Eldon Potter, K.C., and Mr. H. C. Macnamara, instructed by Mr. O. B. C. Marton, of Messrs. Deacons, represented the East Asiatic Co., Ltd.

Following the collision on December 14, 1934, the case went through several hearings in Chambers before coming into court before the Chief Justice who was assisted by Cmdr. G. F. Hole, Harbour Master, in the capacity of Assessor.

The facts briefly are that the "President Jefferson" passed the "Afrika" whilst both ships were in the harbour coming up to berth at the wharf and to tie up at A. 4 Buoy respectively. The "President Jefferson" was signalled to wait whilst her berth was cleared and she dropped anchor. The "Afrika" followed up and collided with her.

#### THE REASONS

Mr. Jenkin said his first point in the appeal was as to the conditions prevailing and the failure of the "Afrika" to observe them.

The "President Jefferson" was expected to go to No. 1 Wharf, but it was established that she flagged a signal from the signal tower to anchor; as the moment was not opportune for berthing. That might be because of the state of the tide or because the berth was occupied, but as a matter of fact a berthing master came out in a launch and shouted to the captain on her bridge that a ship was just clearing the wharf. The "Afrika" as the follow ship, had a bounden duty to observe the movements of the "President Jefferson" and the signals which dictated her movements, but he put it to the Court that the "Afrika" did not care a row of pins about those signals.

Counsel said he wished to make the same point that he had made to the learned trial Judge, that the "Afrika" should not be allowed to say that they did not look at or appreciate those signals, for it was common ground in the pleadings that the signal calling on the "President Jefferson" to wait was hoisted. In fact, that "Afrika" had made it the basis of one of their allegations of negligence against the "President Jefferson" that they had anchored in the fairway.

"You can imagine the surprise of counsel for the 'President Jefferson' when witnesses for the 'Afrika' took up the attitude of caring nothing and knowing less about the signal," added Mr. Jenkin.

The ordinary thing to do when this flag was flown, he continued, was to anchor in the waters to the west of Pier No. 4, about the middle of the five main wharves. When conditions were abnormal such as on that occasion, when dredging was taking place, the anchoring place was still further to the west, somewhat to the north of Buoy A. 7. If the "Afrika" had been observing, as she should have been, she would have known that dredging was going on near the wharves, and that the "President Jefferson" would have to anchor where the in-fact did. Instead she chose those very waters to proceed in herself.

#### IGNORED WARNING

From the very first the "Afrika" was in the wrong. She ignored the signal and the existence of dredging operations. Both ships carried local pilots, and anybody at all connected with the harbour

must have known that dredging had been going on for three weeks.

Reviewing the evidence, Mr. Jenkin said the "President Jefferson" was the only moving ship which the "Afrika" had to watch, and no court should overlook that her officers said they did not take the trouble to look at the signal station directing the "President Jefferson's" movements, "because they were going to Buoy A. 4."

The Captain, the Second Officer, the Quartermaster and the Pilot were all on the bridge of the "Afrika" and the last-named said he informed the Captain about the time the "President Jefferson" was going to the Kowloon Wharves. It was an amazing fact that even then they did not look at the signal station. The captain said in reply to the question: "Your point is that the pilot did not draw your attention to the signal?—I knew we were going to the buoy so I was not interested in the signal."

#### AMAZING ATTITUDE

"I shall be astounded, My Lords, if the Court allows the Captain to get away with that," said Mr. Jenkin. "I do not wish to use extravagant language, but it is amazing that that attitude could be taken up and almost pass notice by the learned trial Judge who does not bring them to book or criticize them by one word for ignoring this signal. At the very threshold of the case, you find the 'Afrika' doing the thing which brought her into waters she should not have traversed."

"The only reference in the judgment was: 'The witnesses have stated frankly that they did not look at the signal staff on the Kowloon Godowns and were not aware that there was there flying a signal to the 'President Jefferson'.' Instructing her to anchor until a berth at the wharf was available." Counsel said his second point was the relative positions at the material moment. The navigating officer of the "Afrika" should have counted on the "President Jefferson" to do precisely what she did. The manoeuvre she took was dictated by the signal and the tide. There was nothing unusual in it and it should have been apparent from the observation of the "Afrika."

Counsel then referred to numerous authorities on the duty of following ships.

#### CHANGE OF COURSE

The next point Mr. Jenkin referred to was regarding the "Afrika's" manoeuvre to Buoy A. 4 and her inability to keep it. In evidence it was stated that the "Afrika" tried to get through between Buoy A. 6 and Buoy A. 7. If she had kept that course there would not have been a collision. She had everything in her favour and there was no reason why she had to change her course. Mr. Jenkin then went into the evidence in chief, and continued by saying that the course of the "Afrika" was W.N.W. and, exactly in the same direction as the flood tide. Apart from the presence of the "President Jefferson" there was nothing to hinder the "Afrika" in this harbour and if the "Afrika" had wanted to get to Buoy A. 4, the flood tide would have brought her. There was no necessity to deviate from her course.

On their own case nothing happened to warrant a change of course, especially the change before getting to Buoy A. 6. The course was changed in such a degree that it passed 500 feet north of Buoy A. 7. The "Afrika" having set a course deliberately changed it before she saw the "President Jefferson." Mr. Jenkin put it that it was not until the "Afrika" had passed Buoy A. 6; that she saw the "President Jefferson" and the change of course was not in any way occasioned by the "President Jefferson." What had happened was that change of course Mr. Jenkin asked. There had been no attempt to justify it. At this point Judge Mossop intervened and said that there had been some junk there which might have been partly responsible. Mr. Jenkin in reply said that it might have been responsible for justifying a change of 50 or 100 feet but not as much as 500.

#### AFRIKA'S MANOEUVRE

The "Afrika" having taken this point, they claimed helplessness to do anything. If that was so, she should have kept a straight course.

## STOP DRINKING TO PAY DEBT

### Japanese Village Makes Pledge

One Japanese village, by practical experience, has found that total abstinence is one of the best ways of getting out of debt and overcoming economic depression. This village is Mitsuho, in Nagano prefecture.

Three years ago agricultural conditions in Japan were extremely bad. Rice and silk prices had reached their lowest point; the burden of debt was continually increasing. Since that time Japan has passed through an experience not unlike America's. A combination of governmental measures and natural causes have raised the prices of the staple Japanese agricultural commodities, rice and silk; and the relationship between agricultural and industrial prices has improved, although many difficulties still remain to be solved in the country districts.

Admiral Makoto Saito, who was Premier in 1932, toured the country, urging the farmers not to rely on governmental aid, but to help themselves to the best of their ability. The 400 households of Mitsuho took the Premier's teaching to heart. They decided that the best way to economize was to cease drinking sake, the Japanese rice-wine. At the suggestion of the village headman, Zoshu Hayashi, and his assistant, Jiro Hayashi, who had previously been a heavy consumer of sake himself, it was decided that the whole village should take a three-year pledge of total abstinence.

The pledge was carried out, with the result that 30,000 yen (between \$8,000 and \$9,000) was saved, and Mitsuho is far better off than the average Japanese village as regards its burden of debt. At the same time the houses are in much better repair, and there have been vastly fewer brawls.

Mitsuho is so well satisfied with the results of its experiment that it intends to start out on a new five-year programme of total abstinence, now that the three-year period has come to an end. Advocates of the five-year scheme believe that abstinence plus other savings can easily make possible a village improvement fund of 100,000 yen, by the end of that time. Looking still farther ahead, they propose to deposit the 100,000 yen in the postal savings institution for a century, after which it will have grown to the impressive figure of 1,900,000 yen. With such a sum, they argue, Mitsuho can become a model village for all Japan.

This change was made before she reached Buoy A. 6, and when she got past it then she was helpless and had to go straight on. The "Afrika" had no right to make that change of course.

Mr. Jenkin submitted that the "Afrika" should have taken that course instead of trying to anchor by Buoy A. 4. She should have gone down the Central Fairway and tied up at the Buoy. She could have gone past Buoy A. 7, and then come round again to Buoy A. 4.

The "Afrika" was forbidden by all laws of navigation to go between Buoy A. 6 and 7. The only reason she did was because by so doing she would be saved about 5 minutes' time instead of going about by route which were opened to her. There was the route of going down the Central Fairway other than the route she had taken.

The "Afrika" had charged that the "President Jefferson" did not sound her two blasts when porting. Mr. Jenkin put it that there was no occasion to do so and if the "President Jefferson" did it, that would not contribute to the collision. The "Afrika" herself on her own case had stated that she changed her course.

Mr. Jenkin's suggestion to the court was that this ranging or the carrying out of the manoeuvre did not in fact call for the sounding of the blasts. Presuming the knowledge that the "Afrika" knew that the "President Jefferson" was keeping to her course she was also presumed to know what the "President Jefferson" was going to do. There was no necessity to signal because of this ranging. The two blasts were not sounded because the "President Jefferson" was still far away. After Mr. Jenkin had addressed the court at length as regards the sounding of the blasts the hearing was adjourned till this morning.

## "SAFETY FIRST" CAMPAIGN

### Rev. G. E. Upsdell Makes Broadcast Appeal To Public

In a broadcast appeal to the public for whole-hearted co-operation and support in the "Safety First" campaign, the Rev. G. E. Upsdell said:—

The Colony is once again asked for its whole-hearted co-operation and support in the "Safety First" campaign which commences today, and may I open my appeal by quoting from a leading Article which appeared in the Local Press on this subject during a previous campaign of this kind. "There is probably no community in the world in greater need of education and protection, and the public owes it to the Government to give its fullest co-operation."

That clear and concise statement puts the position in a nutshell, and we are faced with the question, "What is the form of education required?" Being one of those cruel, hard, and unkind schoolmasters, I am faced with two methods. The first is to appeal to the honour and self-respect of the individual to co-operate in carrying out the requests of the Headmaster; the second to punish those who fail to co-operate. The former is by far the better method, and I am pleased to say that in a school of 200 odd children I can count the number of those who fail to co-operate on the fingers of one hand. It is interesting in that it reflects the mental attitude of the parents which is transferred, unfortunately, in the latter case to the individual. So in this question of Safety First, it is the mental attitude of the individuals towards this problem which is the crux of the situation. The motorist who drives through a control area above the allowed speed and passes other moving vehicles is not playing the game, and it is done daily even in Nathan Road where the control area is so clearly indicated. Let us play the man's game and co-operate with the authorities concerned.

#### THE JAY WALKERS

The pedestrian who walks blindly across the road regardless of traffic is equally at fault, and at least shows bad taste; courtesy to others shows a high standard of breeding, and lack of courtesy shows a low standard of self-respect in the individual concerned.

The very large number of pedestrians, and the ever increasing number of cars found on the roads, create a very difficult problem with regard to the safety of life and limb. It is only by the willing co-operation and consideration of the whole community that the problem can be solved to any degree. If such co-operation and consideration is not forthcoming, both motorist and pedestrian alike stand an equal and increasing chance of coming to harm. This is why this "Safety First" campaign has been organised with the object of impressing upon the pedestrian and motorist alike, the great need of adopting this "motorist" attitude when using the roads of this Colony. I would like to emphasize the necessity of sympathetic co-operation between motorists and pedestrians. The pedestrian has his rights with regard to this question, and so has the motorist to an equal degree, and for each to consider the other is as great, if not the greatest help, towards solving this "Safety" problem.

#### KEEP TO THE PAVEMENT

I want to use what time is left to me to further emphasize one of two of the suggestions which have been already made, as to the working out of this slogan "Safety First."

First to the Pedestrian.—In the first place, wherever, and whenever possible, use the pavement which was made for your use and safety. This is not easy, especially in the congested parts of the city, due largely to the habit of so many to walk "all over the path," and to loiter in their walk. If the walker would consistently keep to one side of the pavement, progress would not be so impeded, and it is only by everyone doing his or her best in endeavouring, as much as possible to keep to this rule, that public opinion can be influenced. Also, when it is not possible to keep to the pavement, because there is none, or because it is too crowded, walk as near to the side of the road as possible, on the side where you will be facing the oncoming traffic. Very many accidents to pedestrians happen from

the rear. If you are facing the vehicle coming towards you, you are in a position to take your share in avoiding a collision. Again, when crossing the road, walk straight across, and not in a slanting direction, the latter takes longer to get across, and when indulged in by many at a time, gives the impression that people are "all over the road," which is a great handicap to the oncoming motorist.

#### WHEN YOU HEAR A HOOT

Then, when alighting from a public vehicle, such as a tram or bus, wait until the vehicle has quite stopped, and then, in the case of the tram, glance backwards before alighting, to see that the road is sufficiently clear to allow you to get to the side in safety. If you wish to cross the road on alighting, go behind the vehicle you have just left, and wait until it has started again before stepping out behind it, otherwise you stand a chance of being caught by oncoming traffic on the other side. One more point—when you hear the "hoot" of a car behind you, look back quickly to see its position, and get out of its way as quickly as you safely can, in other words, show the courtesy to the motorist, that you expect him to show you. Accidents have occurred on account of the apparent defiance on the part of the pedestrian, which rouses an answering antagonism on the part of the motorist—which, after all, is only human!

Now for the Motorist.—Signalling. Always signal, when turning to the right, or when slowing down, or when starting again from the side. Cultivate the habit of signalling according to the Traffic Code at all times, even if you know there is no motorcar behind you, so that when an emergency arises, you will do it automatically. One other thing I should like to mention while on the subject of signalling. Some drivers have a habit of signalling a car to pass, and then accelerating. This is most irritating to the man who is trying to get past, and also dangerous, especially when, as so often happens, there is none too much time to pass before encountering the next corner.

#### WHEN SIGNALLING

Don't forget—When giving signals, to give them in plenty of time, that is, a least a few seconds before you follow them. A driver is often seen to put out his hand and turn simultaneously, and if an accident occurs he justifies himself by saying, "I put out my hand!" It is essential to give the man behind at least a second or two to slow down, in order to give you right of way. Don't cut corners. The cutting of corners is the cause of many accidents. It is a great temptation, to even the best of drivers in this Colony where the curves are so frequent, but in the cause of Safety First—don't!

My time has almost gone. May I end by an appeal to the community at large, pedestrian and motorist alike, to consider "the other man," and show the same courtesy in this matter of road traffic as we endeavour to show on all other sides of our social and communal life.

## NEW \$500 NOTE ISSUED

The Chartered Bank will shortly put into circulation of a new issue of \$500 notes.

The note is slightly smaller than the \$500 note at present issued by us, and it is surrounded by a wide white border.

The predominant colour of both back and front is brown, but the most varied tints are introduced, producing a kaleidoscopic effect.

Most of the ornamental work on the front—the scrolls, panels, and shading—are done in hues of brown, while the background consists of reddish, green, and blue rays radiating from the Royal Coat of Arms in the centre.

On the left of this is a vignette depicting a Roman Head while on the right is the white oval containing the watermark, which is clearly discernible.

The picture on the back of the note is of a local harbour scene.



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THERE'S A SCENT FOR EVERY TYPE, A PRICE FOR EVERY PURSE, AND A CONTAINER FOR EVERY PURPOSE. A SPECIAL SELECTION AT OUR PERFUME DEPARTMENT MAKES IT POSSIBLE TO BUY THE PERFECT GIFT FOR EVERY LADY ON YOUR LIST, AND DO YOUR SHOPPING OPPORTUNITY THIS YEAR!

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## NEW ADVERTISEMENTS

## NOTICE.

REPAUL WEBSTER DERBY late of No. 281 Prince Edward Road, Kowloon and of the RCA Victor Company of China.

All claims against the above estate should be sent to the Undersigned by MONDAY next, the 25th instant, WILKINSON & GRIST.

[3972]

## IN THE SUPREME COURT OF HONG KONG.

## PROBATE JURISDICTION.

IN THE GOODS OF WILLIAM STRACHAN, LATE OF NO. 30, TANGOWELL ROAD, BOURNE-MOUTH IN THE COUNTY OF HANTS, ENGLAND, DECEASED.

NOTICE IS HEREBY GIVEN that the Court has, by virtue of Section 24 of the Probates Ordinance 1897, made an Order limiting the time for creditors and others to send in their claims against the above estate to the 13th day of DECEMBER, 1935.

All Creditors and others are accordingly hereby required to send their claims to the undersigned on or before that date.

Dated the 18th day of November, 1935.

JOHNSON, STOKES &amp; MASTER.

Solicitors for the Executors.

Prince's Building,

Ice House Street,

Hong Kong.

[3974]

## CHINA LIGHT &amp; POWER COMPANY, LIMITED.

## NOTICE.

THE SEVENTEENTH ORDINARY YEARLY MEETING OF SHAREHOLDERS will be held at Head Office of the Company, St. George's Building, Chater Road, Victoria, Hong Kong, on Saturday, 21st December, 1935, at 12 o'clock (Noon), for the purpose of receiving a Statement of Accounts and the Report of the Directors for the financial year ended 30th September, 1935, and electing Directors and Auditors.

The Transfer Books of the Company will be closed from Monday, 2nd December, 1935, till Saturday, 21st December, 1935, both days inclusive.

NOEL BRAGA,

Secretary.

Hong Kong, 15th November, 1935.

[3967]

**HONG KONG ART CLUB ANNUAL EXHIBITION**  
Gloucester Building, 8th floor,  
November 20th, 21st, and 22nd.  
10 a.m. to 7 p.m.  
**KEEP ONE OF THESE DATES OPEN!!**

## VILLAGE HOMES DESTROYED

## Two Men Injured In Fire

A fire which did extensive damage to property and caused injury to two men occurred on Sunday night at Tam Kon Shan Island situated near Aberdeen Island.

At about 11 o'clock on the night in question the inhabitants of the Island, who are mostly farmers, were awakened from their sleep when an alarm of fire was raised. The village which is composed of matcheds was soon a burning mass. The fire started in one of these matcheds, through what cause it has not been ascertained. Aided by a strong wind, coupled with the inflammable nature of the structures, the fire soon spread rapidly and before long had obtained a strong hold.

The villagers made great efforts to save their homes, but found the work beyond them owing to inadequate water supply and fire fighting appliances. Finally the fire died down by itself after it had destroyed practically the whole section of the village. The damage was exceedingly heavy, as most of the inhabitants' property was destroyed.

Heroic efforts were made to save life and many thrilling rescues were effected, but two males, both farmers, Chan Kan (37) and To Fat (34), received terrible burns all

Editorial and Business Office: 11, Ice House Street, Tel. 30281.  
Night Editor (Wanchai Office): Tel. 24511.  
London Office: 63, Fleet Street, E.C. 4.

## The Daily Press.

HONG KONG, NOVEMBER 19, 1935.

## RUSSIA IN TRANSITION

Family life in Russia since the revolution has been haphazard at the best, and with the advent of Bolshevism, the whole country has been more or less in a topsy turvy state. Russia has been going through a curious phase, and the latest news to hand indicates that more consideration is being given to individuals. This is a radical departure from the avowed policy under which Russia's Five Year Plan was based. This Plan, as all will remember, was mainly founded on human endurance, on the inherent Russian capacity to suffer and submit. Its successes were measured in terms of steel and concrete. On the debit side were a disheartened peasantry and a bewildered proletariat.

And now according to the latest report, as distributed by the Tass agency, and if it is true, it would appear that Russia's present tendency is to emphasize individual welfare and attempts are being made to lessen the number of irresponsible divorces. It, therefore, argues that Soviet leaders at last seem to recognize that the individual is more than a cog in the machinery of State.

As further testimony that Russia is going through a curious change, we quote what Stalin said only recently. "Everything depends on the human element. We must care for our workers as we care for a flower, with sunshine and water." In the past such statement would have been denounced as counter-revolutionary.

The terrors wrought in those bleak dark days are still in the minds of the unfortunate victims, and they do not seem to have vanished entirely. Soviet Russia has created a bad impression with the world—an impression not easily to be forgotten. We can still call to mind the unfair rationing of food, lack of housing accommodation, the employment of women and children in industry, and the State control of children. The people were left no values by which they could judge the State and its acts. Registration of marriages became a farce almost as great as the registration of divorces; and parents began to desert their children in large numbers. All these are still fresh in the memory of the world in general, and if Soviet Russia is in earnest to convince the world that those hectic days have been relegated to the oblivion of the past, she would have to do much more than what it is being done at present.

It is quite true that Russia is at the present time more tolerant and considerate with her own people. Peasants are having equal suffrage with the town dwellers. Wages are being based more strictly on the worker's talents and achievements. Private ownership is allowed once more to the peasants, many of whom are now allowed to possess three acres, a cow, and an unspecified number of bees. These amenities are not in themselves sufficient. The people must be taught to unlearn much of what they had learned at the feet of Lenin.

But what has brought on this change of policy? It may be that Stalin's sunshine is passing. Be that as it may, yet the present change is to be noted, and we can only say, "en passant," that it is a policy that would be more welcome if it had been reached without years of terrorism and oppression.

## BRITISH OFFICER'S DEATH

London, Nov. 18. Mr. Frederick Williamson, British Political Officer at Sukkim, Bhutan, has died of chronic uraemia at Lhasa whither he went on the invitation of the Tibetan Government to negotiate a settlement between the latter and Tashi Lama.

over their bodies. They were admitted to hospital only yesterday evening, being brought by another villager named Chan Wah.

## SEPARATE GOVERNMENT IN NORTH CHINA

## Announcement To Be Made On Wednesday?

Tokyo, Nov. 18. Japanese papers to-day are almost unanimous in declaring that an independent government in North China will be announced on Wednesday next.

Meanwhile it is stated a new currency law is being prepared for stabilisation of currency in Manchukuo and it is reported that an announcement in this connection will formally be made on December 1.

Reports from North China state that Japanese forces are being strengthened at various points owing to imminent possibility of trouble when the new government of North China comes into being.

## WILLING TO BARGAIN

Shanghai, Nov. 18. Discredited Chinese circles in Shanghai which scoff at the suggestion that such men as General Han Fu-chu, undisputed master of Shantung, and General Sun Chieh-yuan, intransigent anti-Japanese leader, would support a movement contrary to Chinese leaders in North China realise the need for conciliating the Japanese militarists and are therefore willing to bargain with a view to hampering the administration in North China which would serve to satisfy the Japanese while preserving China's territorial and political integrity.

ONE-PARTY DICTATORSHIP. It is admitted that Mr. Soong and others submitted a resolution to the Kuomintang congress in Nanking urging conclusion of a period of political tutelage and prompt inauguration of a popular constitution, a draft of which was discussed by congress to-day. Undoubtedly the one-party dictatorship of the Kuomintang has aroused much discontent in North China, of which the Japanese are taking advantage, but it is denied this can be interpreted as a popular demand for independence especially under Japanese guidance.

## JAPANESE ADVISERS?

Well-informed circles consider that North China will emerge as a separate financial and economic unit within the Republic of China still owing political allegiance to Nanking. The provincial governments will remain intact with

Nanking appointees continuing to hold office, although possibly Japanese advisers to be approved by Chinese will be attached to various authorities.

AT SHANHAIKWAN. Shanghai, Nov. 18. The Chinese press gives prominence to the "continued concentration of Japanese troops at Shanhaikwan during the week-end," which is reported to be causing a large scale exodus of Chinese residents from Shanhaikwan and Sinwangtao.

The "Sin Wen Pao" states that martial law has been declared at Shanhaikwan, where, according to another Chinese despatch, three Japanese warships have arrived.

## APPEAL TO PUBLIC

Shanghai, Nov. 18. The "Shun Pao" to-day publishes an appeal to the public to remain calm and heed the efforts of the authorities to ease the present tension in Shanghai. It points out that the Minister for War, General Ho Ying-ching, has characterised rumours circulating in Shanghai as groundless and ridiculous.

He declares that China's policy towards Japan has not changed in the least. The "Shun Pao" asserts that the unprecedented exodus from Chinese territory to the International Settlement last week caused considerable loss to Chinese families and has been the cause of serious loss to business, thus retarding the recovery of Shanghai from the effects of the Sino-Japanese fighting in 1932.

"Speculators and rumour mongers have seized this opportunity to create a panic and unfortunately many innocent people have been misled," says the newspaper.

## ANOTHER REVOLT

Shanghai, Nov. 18. Chinese reports received here from Tientsin state that another agrarian revolt has flared in North China, this time in the Ching Yun district of Hopei.

The city gates are closed at Changyun and the farmers are now in control of the administration. All incoming and outgoing mail telegrams are being censored.

## MR. CHOW LU'S SPEECH

## Unity In Time Of Crisis

Nanking, Nov. 18. "Dissensions within the Kuomintang are a thing of the past," declared Mr. Chow Lu in addressing the Kuomintang congress in connection with the memorial service this morning.

"Kuomintang comrades whether from the South or North," Mr. Chow Lu continued, "are gathered here with the firm belief in the necessity for internal cohesion. Such unity has not been achieved by means of force but out of a spontaneous common desire to stand together and face the crisis."

While emphasising the value of spiritual unity, Mr. Chow Lu drew attention to the fact that effective and concrete measures must be laid down in an endeavour to solve the crisis. A golden opportunity would be lost if the congress failed to formulate definite steps to save the party and nation.

## NOVELTY IN CANTON

## A Bicycle-Drawn Rickshaw

(From Our Special Correspondent)

Canton, Nov. 18. A new kind of rickshaw will shortly be put into service whereby the coolie does not have to pull and run, but simply rides on a bicycle and drags his customer who is seated comfortably on a two-wheel vehicle. Mr. Li Chung-chien, Municipal Commissioner of Public Utilities, announced this morning in a weekly memorial service.

Mr. Li denied that he was the inventor of the new bicycle-drawn rickshaw but said that it was used in Shanghai some years ago. The new vehicle can go faster, while the rider exerts less effort than the ordinary rickshaw puller.

Commissioner Li said that in rainy weather the rider does not have to wet his feet, and in winter they do not touch the cold street. Such a vehicle can go at ten miles an hour, while it is possible that for the same fare greater mileage will be given.

"It is more comfortable to ride in such vehicles than a motor car," the commissioner said. "The central district is marked out for such cars, and if successful they will be extended to other areas."

## CURRENCY DIFFICULTIES

(From Our Special Correspondent)

Canton, Nov. 18. The Kwangtung Provincial Bank and the Canton Municipal Bank resumed business this morning and were crowded with people most of whom are demanding banknotes of ten-cent and twenty-cent denominations. Many have to wait for hours before they get the change, while the tellers do not appear to be in a big hurry.

Small dealers are unable to do much business owing to failure to give any change when customers give a one-dollar or five-dollar note. Money changers send their runners to the government banks to get the subsidiary notes and

## "Chatter Is Idle-Risky-Unjust, But The Truth Of The Matter Is-Gossip We Must"

(BY A. N. OTHER)

My Dear Jermyn Street.—I know that you must be eager for news of our Colony and, as it is a week since I wrote, I have plenty of gossip for you.

On Monday, those charming people the Joscman Jynns gave a select party, you know—Army, Navy, Air Force and all that. All the most influential people came—a galaxy of gold lace, only of course everyone was strictly in Muff. I saw young Standby Brown, assiduous as ever, offering the Admiral his (dare we say it) fourth cocktail.

He was dressed attractively in one of those two piece tropical suits mellowed by the summer into that attractive dun shade. The Admiral was as usual smartly rigged in a suit of well filled die-hard blue.

Close by Alastair De Bonair—ever near the ladies—murmured something, shall we say a shade risque, towards his hostess's left shoulder. He was, of course, wearing his old U.S. tie.

It was a frightfully jolly party—everyone was "je ne sais quoi" except of course those who were "jy suis, jy reste".

On Tuesday I went to a tennis tea at the U.S.R.C. Our host, that popular bachelor Captain McQueen, struck an original note by combining business with pleasure and asking his personal friends to meet his duty ones. (You know as Kipling—or was it Haddock—said "The Colonel's lady and J. O'Grady are sisters under the skin" comparisons are of course odious and in this case difficult as only Judy shewed any).

However, the afternoon was a great success and it was, in spite of the heat wave, remarkably cool. Much amusement was caused by our host, who is of course a successful member of the Aberdeen Tank corps, providing only one tin of balls for the four courts on which we played. I love Scottish humour don't you?

Wednesday was a busy day—golf, a bathe and a moonlight

picnic. This last was the greatest fun, all the smarter of our set turned up on the beach and very attractive they looked. We bathed and giggled—they make one very young these tropical nights.

Midshipman Easy sang an inimitable song about Somebody Still the something and Mlle. de Brulant did a rumba for us. All very rechauffer-making. I fear there was the tiniest breath of scandal the next day because that irrepressible joker, Paymaster Sub-Lieutenant Wages, absconded with all the clothes. Unfortunately—though I'm sure he couldn't have meant to—he took the bathing costumes too and if it hadn't been for the timely arrival of Commander Nelson returning from a week-end at Shek-O the homecoming might have been a shade embarrassing.

On Thursday we all became very equestrian at the Pony Club Gymkhana. I saw a great many strange faces. Amongst them was that expert interpreter Revd. "Spot Silver" just back from Shanghai and looking delightfully pale after his exertions. Also Colonel and Mrs. Hooks and their daughter Wilhelms who rode their pony "Overdraft" very skilfully in the surry. One of the smartest was the popular Miss Fife who was dressed in a black beret and one of those fashionable marlin-gales. She is such a spirited girl. It is an open secret that she gets her jodhpurs from "U. Win I Pay".

I saw one of those happy touches of quick sportsmanship in the "Handy hunters" race when Major Bareback's handsome mount—an Australian I think—could not take his eyes off that beautiful chestnut mare of Lydia Pink's. The Major was losing his lead but, sympathising with his horse's predicament, he skilfully turned him round and rode backwards to win by a long tail.

Friday was "Navy" day and we all flocked to the ball in the flag-ship. Such fun; ship's dances are so different don't you think?

This one was no exception and, most originally, they had no programmes. I saw a very senior naval person talking to an equally important American personage. Doubtless they were discussing the Abyssinian crisis because as I passed I heard—"Duce take it; Selassie disappeared and I Adoua" to which the other smiled enigmatically and said "Wal Wal". Very significant I thought.

On Saturday literally everybody paraded at the hotel. What a night! I could hardly write my notes the way people crowded round to tell me what a lovely time they were having.

The atmosphere was too Metropolitan and the hotel management and staff are to be congratulated on producing such an intimate dinner at the very moderate inclusive price of \$10. I enjoyed mine thoroughly and thought it so cheap.

The women's dresses were of uniform shape varied by colour and they formed an amusing background to the originality of the men's clothes. Several of the more dapper dancers wore those smart short white coats—P.B.s. they're called, which I'm told stands for "Posterior benumbers." So amusing!

Tiny Wamwell was wearing one of saturated linen on a motif of black braces, slashed from the shoulders. George Golo was there dancing divinely in a black pin-stripe tailor made with enchanting shoulders built up "en epaulette".

Libeslavit Pyte was enjoying himself in dove grey flannel with those fashionable stained lapels. Sitting together, watching the dancing, were two submarine celebrities—wild sea horses wouldn't make me give their names—who looked rather under the water I thought. Their wives are on their way to Hong Kong I'm told. Such a night—such charming people—doesn't it make you long to be back with us?—Ever yours, J. O. E.

## JAPANESE OBJECTIONS TO SILVER SCHEME

Shanghai, Nov. 18. The Japanese banking syndicate here is reported to have agreed upon a policy of "wait and see" against the request of the Chinese Finance Ministry to deliver present silver holdings. An emergency conference was again called to day on measures to meet the Chinese demand.

In view of the stiff attitude taken by the Japanese interests against the increase in equalisation tax in connection with the silver programme, it is thought likely that the Japanese will finally refuse to accept the Finance Ministry's request. It is alleged that the raising of the equalisation tax is in disregard of the promises given some time ago by Mr. T. V. Soong, chairman of the board of directors of the Bank of China, in return for foreign banking corporations' moral support.

## FLOOD HAVOC BY YELLOW RIVER

Shanghai, Nov. 18. An appalling picture of the havoc wrought by the Yellow River floods is painted by the China International Famine Relief Commission in a stirring appeal for funds.

It says 200 districts in ten provinces are affected and that several million people face starvation. The rigours of the severe northern winter are upon these unfortunate people.

Hundreds of thousands have had to abandon their homes and their land and have been removed to camps and centres. Shanfang and North Kiangsu, where the river burst its banks, are the worst affected. Regions of over 3,000 square miles are inundated. Most of the water from the river is pouring over what was cultivated land. A new course 400 miles long, with a lake, fifty miles broad, has been cut by the Yellow River, which seems to be making for itself a new outlet to the sea.

## NEWS SUMMARY

The Chartered Bank is shortly putting into circulation of new \$500 notes. A description of the new issue appears on Page 7.

A broadcast talk on the "Safety First" campaign by the Rev. G. E. Upsdell appears on Page 7.

A contributed article on Art and with particular reference to the forthcoming Annual Exhibition of the Art Club appears on Page 10.

A lawn bowls game between St. George's Society and the St. Andrew's Society has been arranged for the coming Saturday. Particulars appear on Page 10.

At the Central Magistracy yesterday an inquiry was held by Mr. Schofield into the circumstances surrounding the death of a Chinese named Chan Sze, who was knocked down by a lorry on October 15.

To Kung Leung, a shop foki, appeared before Mr. W. Schofield at the Central Magistracy yesterday, charged with riding a bicycle without a lighted lamp in Village Road yesterday, and giving a bribe of 50 cents to Indian Police constable, Channan Singh, in Wong Nei Chong Road.

A further stage in litigation following the collision in Hong Kong harbour between the American Mail Line steamship President Jefferson and the East Asiatic Co. Ltd. motor vessel Afrika nearly a year ago was reached when the Full Court of Appeal sat yesterday morning. Both parties are dissenting from the judgment of the Chief Justice, Sir Atholl MacGregor, delivered on July 25 and placing 70 per cent. responsibility for the damage on the President Jefferson and 30 per cent. on the Afrika.

## EGYPT SITUATION QUIETER

Cairo, Nov. 17. The situation in Cairo and the provinces is quieter. The only disturbance reported during the week-end occurred at

## LOCAL AND GENERAL

A general meeting and an executive meeting of the Mamak Hockey Tournament will take place at the Library of the Police Headquarters on Friday, November 22, at 6 p.m.

The annual general meeting of the Girl Guides Association will be held at the Sandiland Hut on Wednesday, November 20 at 10.30 a.m.

A leasehold property, registered at the Land Office as Section B of Inland Lot No. 1095, which was scheduled to be put up for public auction at Messrs. Lamert Brothers' auction rooms yesterday afternoon, was postponed until further notice.

Under the aegis of the Hong Kong branch of the League of Nations Society, Miss Muriel Lester will give an address to members and their friends on her work in connection with "Community House Co-operation," and other forms of community service, in the Cathedral Hall to-day at 5.15 p.m.

The many friends of Mr. H. Gittins, the R.C.O. lawn bowler, will regret to learn that he is at present an inmate of the French Hospital, having had to undergo an operation for peritonitis on Saturday. We understand from the Hospital authorities that Mr. Gittins is as well as can be expected. It is hoped that he will have a speedy recovery.

There were four cases of diphtheria and two cases of enteric fever reported to the Health Authorities during the 48 hours ended on November 17.

Among the passengers who arrived in the Colony by the President Jefferson on Saturday morning were Vice-Consul and Mrs. D. G. E. Middelburg. Mr. Middelburg will be attached to the Netherlands Consulate-General.

Shihnelkom, capital of Minya Province, where students made a half-hearted attempt to set fire to a school. Police dispersed the demonstrators.



# FIRST DAY OF THE NATIONAL ECONOMIC WAR AGAINST SANCTIONS

## Italy Determined To Resist Geneva

### RIGOROUS MEASURES OF ECONOMY

#### Industries And Private Life Affected

(Special to the "Hong Kong Daily Press").  
(By Telegraph, Copyright, Telegraphic Messages, Ordinances, 1891.  
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Rome, November 18. — Flags are flying from most houses throughout Italy to-day in honour of the "first day of the national economic war against sanctions." From to-day onwards Italian frontiers will be closed "like a Chinese wall" as an official statement puts it, against all imports from countries applying the Geneva decisions, customs house officials having received peremptory instructions not to admit any goods despatched from such countries after Sunday midnight.

The rigorous measures of economy taken by the Italian authorities have transformed the aspect of the entire country and are affecting the private life of the whole population. Various industries are very hard hit especially the building trade since the construction of new houses has been completely prohibited in order to economise in raw materials.

Feeling everywhere is running high against England and France, the latter country being accused by the press of "betraying Italy's cause." The Fascist Grand Council will hold a second meeting on Monday night. Public opinion is unanimously optimistic, believing that Italy will be capable of victoriously resisting the sanctions which it is pointed out in political circles, constitute a dangerous and hitherto untold experiment susceptible of entailing grave political and military complications.—Transocean Kuo Min.

#### SUGGESTION TO GENEVA

Paris, Nov. 18. — The radical paper "l'Oeuvre," which is one of the staunchest supporters of the League of Nations, demands that the League of Nations should now after the coming into force of the sanctions make use of its broadcasting station to tell the world and in particular the Italian people the reasons that motivated the League of Nations' action.

In order to counteract the Italian official radio propaganda which the paper calls misleading, the League of Nations should enlighten the Italian people.

It is the duty of the League of Nations, says the paper, to explain its verdict to the Italian people because only then will they understand the measures taken by Geneva.

Transocean Kuo Min.

#### BRITISH SHOPS GUARDED

Rome, Nov. 18. — A large body of troops have been stationed in one of the quarters in Rome where there are a large number of British shops and no traffic is allowed to pass over this section, while even pedestrians are even restricted to some extent.

Following the demonstrations last week in which a number of British shops were smashed by demonstrators, every precaution is taken by the Italian authorities to ensure that no repercussion of the trouble occurs.

Particular attention is being paid to the British Consulate and British Embassy, both of which are heavily guarded.

#### SHIPPING ACTIVITY

Rome, Nov. 18. — Marshall Badoglio sails for East Africa to-day.

The port of Naples is working overtime, loading ships with wine and foodstuffs and other goods in order that these export materials may be shipped before sanctions are imposed.

The steamer Sumatra sailed for Bombay, Singapore and Yokohama with 1,000 tons of potatoes, tinned foodstuffs and other merchandises. The Caponubi, which arrived from Genoa, sailed immediately after unloading 300 tons of goods, cotton and clothing. The Esperanza sailed for Egypt with 100 tons of merchandise and the Aussia left for East Africa with aeroplanes and aviation materials.

#### PRESS OPINIONS

Paris, Nov. 17. — Sunday's papers deal at length with the policy which the British Government is likely to adopt as regards sanctions, now that the elections have resulted in a sweeping majority for the Nationalist Government. The general conclusion is that, as the Government's success at the polls was largely due to Mr. Stanley Baldwin's League of Nations policy, the British Government will adhere

## RESISTANCE TO THE LEAGUE

### Italy Decides On Measures

(Special to the "Hong Kong Daily Press") (Copyright.)

Rome, Nov. 17.

The first session of the Fascist Grand Council assembled before the beginning of sanctions at ten o'clock and was attended by all prominent officers of the party, including the Italian Ambassador, Senator Grandi, Italian Marshal Balbo. The meeting lasted till one o'clock Sunday morning, but the members remained together in the Palazzo Venezia till 3 a.m. discussing a solution of the matter exhaustively. The sole theme of the discussion was to find means to be taken to resist the effects of sanctions; the imposition of which began on Sunday midnight.

At the opening session, the President of the Senate, Senator Federzoni, read out the declaration that all Italians have unconditional confidence in the work of Il Duce, and are prepared to make any sacrifice to reach the goal. This declaration was carried by acclamation.

Senator Benito Mussolini then made a report on the situation as regards Italy's position on the eve of the application of sanctions. Finally the Grand Council passed a seven clause motion to the effect that (1) That on the eve of the application of so-called sanctions against Italy, The Grand Fascist Council declares that Nov. 18, 1935 be recorded as the date of infamy and profoundest injustice in world's history; (2) The Council designates that the sanctions which have never hitherto been applied, as means to economic strangulation of the Italian people and as an abortive attempt to humiliate this nation by preventing the realisation of its ideals and defence of its rights; (3) The Grand Council points out the exemplary discipline of the Italian people and which shows that they comprehended the historical significance of the movement, and calls upon the people to determinedly resist sanctions and for this purpose mobilise all its moral forces and material efficiency; (4) The Grand Council calls on the Italian people to befall their houses for 24 hours beginning from Monday; (5) The Grand Council decides that on Dec. 1 committees representing Mothers and War Widows from all ninety four provinces shall meet in Rome to organise resistance when missions of prime importance will be allotted to Italian women; (6) The Grand Council decrees that memorial tablets be affixed to all municipal buildings throughout Italy so that for coming centuries the monstrous injustice done to Italy will remain publicly recorded; (7) The Grand Council also expresses its solidarity with those states that have served the cause of peace by declining to participate in the application of sanctions; being firmly convinced that the coming test will furnish the world with new proof of "Roman virtues" of the Italian people.

Another Minister who is without a seat in the new House is Mr. Macdonald, son of the ex-Premier.

British Wireless.

## THE GENERAL ELECTION

### Surprise Result On Saturday

London, Nov. 18.

The return to Parliament as one of two members for Oxford University of Mr. A. P. Herbert, well-known novelist and humorous writer, who has closely associated himself with the demand for reform of divorce and licensing laws, caused a surprise when the result was announced late on Saturday.

Oxford hitherto had been represented by two Conservatives and Mr. Herbert's candidature as an Independent was generally taken lightly.

In the result Lord Hugh Cecil, Conservative, headed the poll and Mr. Herbert was second with a large majority over the other Conservative candidate.

The results for two constituencies have still to be declared—Scottish Universities returning three members and Orkney and Shetland returning one.

Of those so far elected 427 are classed as supporters of the Government and 184 of the Opposition.

#### MR. MACDONALD

The political future of Mr. Ramsay MacDonald, who was heavily defeated at Seaham Harbour, is much discussed in the newspapers and the possibility of another seat being vacated to enable the ex-Premier to contest it is freely canvassed. These anticipations should be treated with reserve as no such decision is likely until the whole situation is examined by the Prime Minister.

Another Minister who is without a seat in the new House is Mr. Macdonald, son of the ex-Premier.

British Wireless.

## F.A. CUP DRAW

### Teams In First Round

London, Nov. 18.

The following is the result of the draw for the first round of the F.A. Cup to be played on November 30.

Coventry v. Scunthorpe  
Oldham v. Ferry Hill Athletic  
York v. Burton Town  
Stalybridge Celtic v. Kells United  
Kidderminster v. Bishop Auckland  
Halifax v. Rochdale  
Grantham v. Notts County  
Scarborough v. Darwen  
New Brighton v. Workington  
Walsall v. Lincoln City  
Chester v. Gateshead  
Wigan Athletic v. Rotherham  
Mansfield v. Hartlepool  
Crewe v. Boston  
Barrow v. Wrexham  
Gainsborough Trinity v. Byth Spartans  
Darlington v. Accrington  
Tranmere v. Carlisle  
Chesterfield v. Southport  
Yeovil and Petters v. Newport (Isle of Wight)  
Cardiff v. Dartford  
Southall v. Swindon  
Northampton v. Bristol Rovers  
Romford v. Folkestone  
Newport County v. Southend  
Bristol City v. Crystal Palace  
Nunhead v. Watford  
Margate v. Queen's Park Rangers  
Dulwich Hamlet v. Torquay  
Reading v. Corinthians  
Exeter v. Gillingham  
Walthamstow Avenue v. Bourne-mouth  
Orient v. Aldershot  
Brighton v. Cheltenham Town

## NOVEMBER HANDICAP BETTING

London, Nov. 18.

The following is to-day's call over for the November Handicap.  
05/20 Crawley Wood  
10/11 Mistral III  
10/11 Chrysler II  
13/11 Laitol  
100/1 Newton Ford t. and o.  
18/1 Labour Member o. 20/1 t.  
18/1 Pegomas o. 20/1 t.  
20/1 Laitol  
20/1 Torr  
20/1 Romney II o. 22/1 t.  
20/1 Samarkand o. 22/1 t.  
20/1 Sea Beguest o. 25/1 t.  
25/1 The Fun t. and o.  
33/1 British Quota o. 40/1 t.

Reuter.

## RADICAL CHANGE OF STRATEGY ON NORTHERN FRONT

### "Push And Pause" System To Be Scrapped

Asmara, November 18.

A radical change in strategy on the northern front with a view to speeding up the advance is expected to be instituted by Marshal Badoglio. The slow "push and pause" system will be scrapped and replaced by lightning dashes of self-contained mobile columns based on mule and camel transport, but with the assistance of mechanised forces and aeroplanes.

The slow advance had damaged Italian prestige and the policy of building trunk roads up to or in advance of the front before an advance occurs will probably be abandoned.—Reuter.

The Italian headquarters have been transferred from here to the front where it is lodged in tents. Only the commissariat remains behind in order to deal with the reinforcements which are arriving here almost continuously from Italy.

It is stated that Marshal Badoglio intends to introduce a very strict regime in East Africa and for this reason has appointed General Guisoni, vice-governor of Eritrea, instead of a civilian who had hitherto occupied the post.

Marshal de Bono has sent a telegram to Signor Mussolini thanking Il Duce for his promotion to the rank of Marshal, saying "I am happy to know that my work as a soldier and an old Fascist is appreciated by you."

The replacement of General de Bono by Marshal Badoglio is considered an extremely important event not only for military but possibly even for political reasons at the Italian army headquarters. Rumours that numerous divergences of opinion existed as to the tactical methods to be applied by the advancing armies have been prevalent here for some time. It is said that while General Graziani in Somaliland advanced in accordance with well-tried principles of colonial warfare, gaining important strategic successes in spite of relatively weak forces at his disposal, three army corps operating on the northern front on the other hand

remained "behind schedule" and did not make any appreciable progress.

#### JUNCTION OF FORCES

The main strategical aim, it is pointed out is to effect a junction between the forces on the Eritrean and Somali front. The former supreme command now hold the viewpoint that the troops should advance with extreme caution in order to prevent unnecessary losses. The significance of this policy, however, was that the advance came to a standstill which caused certain deterioration of the troops' morale since there was practically no war in the proper sense of the word on the northern front.

The appointment of Marshal Badoglio to the supreme command, it is expected, will bring a complete change in tactical methods. Badoglio, it is believed, will attempt to advance as far as possible on the northern front by

bringing into action all the troops at his disposal in order to effect a junction with the forces of General Graziani on the southern front at the earliest possible moment.

"A REAL WAR"  
It is said that if this aim is not realised before the beginning of the new rainy period, next spring there must necessarily be a long pause in military operations.

As regards the political significance of the change in the supreme command it is believed in some quarters that the appointment of the new commander is intended as a warning to the powers that "a real war" will begin if no concessions to Italy came by then.—  
Transocean Kuo Min.

## RAS SEYOUM TO TAKE COMMAND

Asmara, Nov. 17.

Reuter's correspondent with the northern Italian army reports that word has reached the Italian command from native source to the effect that Ras Seyoum, now at Amba Alagi, is taking over the supreme command of the troops at present under Ras Kassa, who has allegedly been under suspicion of having a leaning towards a peace with the Italians.—  
Reuter.

## SOCIALIST PARTY ASK FOR RE-POLL

London, Nov. 17.

The Scottish Socialist Party has decided to petition the Court of Session at Edinburgh for a re-poll in the Kelvingrove division of Glasgow, where Mr. Walter Elliott, Minister of Agriculture and Fisheries, was returned by a majority at first stated to be 2, but after a recount, 149, against the Labour candidate.—  
Reuter.

How  
OVALTINE  
saved me  
from  
Food  
Debility



THOUSANDS of people are experiencing the effects of Food Debility without suspecting the reason. Are you one of them? The cause of Food Debility is that certain essential food elements are missing from your daily diet. The result is that your system is deprived of sufficient health-giving nourishment, and you naturally become run-down and listless. Your nerves are constantly on edge, and you seldom enjoy a good night's sleep.

The best way to overcome Food Debility is to make delicious 'Ovaltine' your daily beverage. 'Ovaltine' is a complete food which contains, in the most easily digestible form, every nutritive element required for building up body, brain and nerves.

Because of its supreme nutritive value and remarkable ease of assimilation, 'Ovaltine' is the food beverage most widely prescribed by doctors in case of malnutrition, dyspepsia, and Food Debility. It is also a regular article of diet in the leading Hospitals and Nursing Homes.

'Ovaltine' is scientifically prepared from the highest qualities of egg milk and malt. Eggs are particularly important because they are rich in lecithin (organic phosphorus)—a valuable nerve-building element. No tonic food beverage would be complete without this vital substance, which is present to such a marked degree in 'Ovaltine'.

For all these reasons 'Ovaltine' is your best safeguard against Food Debility and all its consequences. But to be sure it is 'Ovaltine' and not an imitation made to look the same. There are very important differences. 'Ovaltine' definitely stands in a class by itself for quality and value.

Quality always tells—insist on 'OVALTINE'

They said it was overwork

... and certainly I was working hard at the time. So I took my husband's advice. I got in more sleep and took longer rests during the day. But despite all this I continued to feel terribly tired and listless.

Then dyspepsia was suspected

... so I began to take more care with my diet. I chose foods that I thought were more digestible and spent more time over my meals. And yet I could not find any real improvement in my condition.

I began to think it was really serious

... until one day a friend told me of 'Ovaltine'. I tried it and found it was just what I needed. I had been so different when I was a child, and I was now feeling like a child again. I was so happy and healthy.

See Food Debility



## LADIES YACHT RACE

## Fourth Championship Series

The Ladies 4th Championship Series was held by the Royal Hong Kong Yacht Club yesterday over a course of 7.1 miles, Channel Rocks (P), Holt's Wharf (P), Quarry Bay Mark (S), Club Line, with the following results—

## "A" Class—Started At 14.45

Carpenter, A1	Finished Pos.	Pts.	Prev. Tl.
(Mrs. E. R. Edwards)	16.07.05	3 10 9 19	
Lobo, A2	16.09.25	5 8 10 18	
(Mrs. Gough)			
La Linda, A5	16.08.22	2 11 27 38	
(Mrs. M. G. Keary)			
Joss, A8	16.05.02	1 13 39 52	
(Miss M. Larssen)			
Truchblue, A11	D.N.S.	11 11	
Pat, A12	16.03.06	4 9 32 41	
(Mrs. D. W. Persse)			

## "Y" and "G" Classes—Started At 14.50

Stella, Y1	Finished Pos.	Corr.	Pts.	Prev. Tl.
(Mrs. M. Ellerby)	16.18.49	16.05.13	4 12 38 48	
Robena, Y4	16.16.48	16.04.23	3 13 45 58	
(Miss H. Gerrard)				
Wingdon, Y5	16.20.35	16.07.34	7 9 34 43	
(Mrs. K. Bilderbeck)				
Zephyr, Y8	16.19.50	16.06.13	6 10 22 32	
(Mrs. M. S. Hindson)				
Tourette, G2	16.25.30	16.05.58	5 11 34 45	
(Mrs. K. Harrison)				
Sirlus, G7	16.23.57	16.03.14	1 16 41 57	
(Mrs. Cooper)				
Lola, G9	16.23.33	16.04.01	2 14 34 48	
(Mr. R. Wren)				

## "H" Class—Started At 15.05

Diana, H1	Finished Pos.	Corr.	Pts.	Prev. Tl.
(Miss J. F. Ritchie)	16.16.49	16.16.49	2 5 12 17	
Colleen, H2	16.20.24	16.15.40	1 7 11 18	
(Miss K. M. Goodair)				
Rolla, H3	16.18.49	16.18.49	4 3 19 22	
(Miss B. Kirke)				
Dorothea, H9	16.23.29	16.17.24	3 4 15 19	
(Mrs. S. D. Reid)				

## RUGBY

## All Blacks Win At Llanelli

(Special Air Mail Service)

London, Oct. 23.  
The New Zealanders were victorious in a four struggle in the wet at Llanelli yesterday, when, by making the most of the few chances that came their way, they scored two goals and two tries (16 points) to a goal and a penalty goal (3 points).  
The largest crowd that ever assembled at Stradey Park—20,000 people—saw their team have most of the play and yet fall so badly when the ball reached the open that success slipped right out of their hands. In other words, slow and inept passing threw away all that the forwards fought for—and fight frequently was the word—in the scrummages and in the game of kick and rush that occupied most of the 80 minutes. The Llanelli halfbacks and full-back supported their forwards well enough in kicking to touch, but the back play as a whole was full of disastrous aims of omission and commission. On a dry day, perhaps, the veteran D. E. John might have come to the rescue with one or two of his dropped goals; yesterday, in heavy going, both he and the centres were a greater menace to their own side than the opposite once they began to run and pass the ball.  
Two tries were given away by the wildest kind of passing when Llanelli still were only five points down, half-way through the second half. No amount of desperate play up in front could save Llanelli after that, although they recovered to the extent of scoring a try and mostly, planned the All Blacks down to defence of the goal-line.  
**GALLANT DEFENCE**  
The New Zealanders for their part well deserved their victory in only because of the gallantry of their defence, never before seen to such advantage, and the high efficiency of the way in which they seized fleeting opportunities. The try that Caughy scored in the first two minutes was first class. So, in a different way, was Sadler's try early in the second half. As for Oliver's two tries, they could only be called lucky by those who fail to realize that an interception in itself seldom leads to more than excitement unless it is accompanied by backing up of a high order, and that, one takes pleasure in recording, occurred in each case.  
Four tries at Llanelli on such a day take a deal of scoring, and the All Blacks of 1935 are entitled to be proud of the effort that made them possible. Yet one doubts whether even the scores of

the and their helpers, earned higher honour than little Sadler and Griffiths in standing up to rushes that so often bore down upon them—not to mention other hazardous experiences in the hurry bury. Judging from crises that one managed to distinguish in the uproar, Sadler was the chief hero of the crowd as well as of the match.

The game had hardly settled down before the much-criticized New Zealand forwards effected a clean heel in the neighbourhood of the Llanelli "25," and Sadler and Griffiths, having done their part, Caughy dashed at a great stride through a surprised centre. Gilbert placed a goal, and it was by these five points that New Zealand still led at half-time. They did so only with the utmost difficulty and because their opponents, for all their exciting intensity and zest and cleverness in kicking, possessed little real scoring power. Llanelli stormed the line, heeled from important scrummages, tested the defence with nasty riling kicks, and yet always failed badly at the critical moments. The forwards, packings 3-4-1, like the All Blacks, kept the crowd on tiptoes, but no more. A penalty-kick at goal by Ivor Jones fell disappointingly short when its accuracy of line raised a shout of expectancy. On the rare occasions when the New Zealanders went away in the open they were always dangerous, if always stopped in the end. Hart and Oliver especially required careful watching. Mostly, however, it was hard slogging by the forwards, the smartness of Sadler, and the magnificent kicking of Griffiths that kept Llanelli out.

**A RETURN TO THE FIGHT**  
The second minute of the second half reopened the battle with a vengeance. The Llanelli pack were now roused to a supreme effort and, with a penalty-decision offering Ivor Jones another chance, there came a fine goal from 35 yards range. Four minutes later, however, the Llanelli forwards were wheeling a scrum in their own "25" and the effort merely presented Sadler with his great chance. Sadler picked the ball up cleanly at the toes of his opponents and slipped and side-stepped his way over for a try which Gilbert made a point at. This try had no restraining effect upon the Llanelli team whose backs paid heavily for an unjustifiable belief in their ability to develop passing movements. In the twentieth minute a wild pass let in Manchester King, Caughy, and Oliver, whose backing-up of each other enabled Oliver to score a try with Hart still available if required. Gilbert placed a goal, and five minutes later was attempting, without success, to convert a second try by Oliver. Again Llanelli's passing had broken down

## LAWN BOWLS

## St. George's Society v. St. Andrew's Society

The following members have been selected to represent St. George's Society against St. Andrew's Society on Saturday, November 23—

G. S. Archbutt, B. E. Maughan, E. Tuck, V. M. East, B. W. Bradbury, S. S. Alderman, L. De Rome, E. J. Edwards, J. L. Shellshear, J. Bentley, P. J. Cassidy, T. Coleman, J. G. Meyer, A. E. Silstone, H. Mayor, W. S. Drake, G. Sherriff, W. Ward, L. E. Longbottom, J. T. Laing, G. E. F. Thompson, T. Carr, E. B. Reed, W. A. Cornell.  
Reserves—R. S. Rogers, C. L. Farmer, L. J. Blackburn, V. Sorby, R. C. Butler.

The match is to be played at the Kowloon Bowling Green Club, commencing at 2.30 p.m.

## WORLD'S BEST TENNIS PLAYERS

## Mrs. Moody And Fred Perry Rated

Helen Wills Moody of the United States, the "comeback" queen of the Wimbledon courts, and Fred Perry of England are rated as the world's best tennis players for 1935 in the authoritative rankings of A. Wallis Myers, British court expert. Mrs. Moody, who probably won't receive any ranking in the United States because she failed to play in the women's national championships, was placed above her California rival, Helen Hull Jacobs, on the strength of her victory in the Wimbledon finals.

Myers, whose "world's first ten" is generally accepted as the "official" selection, admitted having considered giving equal rank to the two Helens.

Her great performance at Wimbledon, when she trailed Miss Jacobs 2-5 in the third set, then rallied to win, finally swung him in favour of Mrs. Moody. Until she retired from competition in 1933 because of physical reasons, Mrs. Moody had held the top rank for seven years.

Perry, Jack Crawford of Australia and Gottfried Fehr of Germany retained the first three places in the men's first 10. Wilmer L. Allison, Jr., American champion, was placed fourth followed by H. W. (Bunny) Austin, England; Donald Budge, United States; Francis X. Shields, United States; Vivian B. McGrath, Australia; Christian Bousset, France; and Sidney B. Wood, Jr., United States. Budge and McGrath were newcomers to the world rankings.

Following the two American Helens in the women's list were Kay Stammers, England; Frau Hilda K. Sperling, Germany; Mrs. Sarah Palfrey Fry, United States; Dorothy Round, England; Mrs. Ethel Burkhardt Arnold, United States; Mme. Rene Mathieu, France; Joan Hartigan, Australia, and Peggy Scriven, England.

## BRADMAN FAVOURS L.B.W. CHANGE

(Special Air Mail Service)

Adelaide, Oct. 24.  
Don Bradman strongly supports M.C.C. request to the Australian Board of Control to agree to use the experimental L.B.W. rule in the forthcoming matches to be played by E. E. Holmes' M.C.C. team in Australia.

"I have been of the opinion for some time that a batsman whose pad touches a ball pitched outside the off stump and turning in so as to hit the wicket should be out L.B.W."

"I have seen and learned nothing to change that view," he added.

badly, and the All Blacks had turned the chance to full account. It was Caughy and Mitchell who sent Oliver over on this occasion. Llanelli promptly replied with another tremendous effort, which at last brought them a try, touched down by L. Davies, one of the centres, in support of a dash by Smith. No amount of vigour could save Llanelli now, however, and the last incident, a penalty kick at goal by Ivor Jones, hardly raised a shout. The town had suffered one of its bitterest disappointments.

## WHAT CONSTITUTES GOOD ART?

(By Luis Chan)

The purpose of a painting in comparison with that of music is to a certain extent alike, in that both these appeal to the intellectual sense—the former through the eye, the latter the ear. While it can be said that the ear has more opportunity of enjoyment than the eye in that the former exerts less strain, it is nevertheless true that things which are beautiful and lively will at once attract the eye. I am not here saying anything about music beyond the superficial comparison of its enjoyment with art; I will confine myself to the technical side of painting in order to define more clearly the qualities, or rather taste, of a work of art. To begin with, I should carry the comparison further. No doubt the installation of a radio in every home is bound to cultivate more appreciation of music; but it can hardly be expected that everyone would care to go to an Art Gallery or buy paintings in order to cultivate the enjoyment of art. Who would care to buy a work of art for no other purpose than to educate oneself? It would be too troublesome or too expensive.

But to learn to appreciate art is not merely to look at a greater number of pictures, although this is part of the process. If a spectator at a Tennis Tournament does not know how the game is played and understand the fine points, he will not appreciate what is going on. But if he is an expert spectator—not necessarily an expert player—and can judge who plays well and who not, he can judge good and bad players by seeing most of the game. Similarly, unless one is equipped with some knowledge of the craft of painting, one cannot be expert in judging any work of art at all, no appreciate a picture for sound reasons.

## FOUR IMPORTANT QUALITIES.

Because an artist has more than two eyes to see nature—i.e. the eye of a creator through which nature is viewed, the lay spectator is usually left to imagine that the artist fails to depict certain aspects of nature "perfectly"—i.e. knowing that art is omission and emphasis through the experience of the artist. Because presented in a language that one does not understand, one must not jump to the conclusion that a painting is bad unless it is easy to understand. I therefore venture to put forward, with diffidence, certain aspects of that "language" which go to make a work of art. I have already defined in my last year's Article the four important qualities found in a work of art, i.e. Unity, Vitality, Infinity and Reality; but I propose to deal more clearly with certain grounds which I did not cover.

The ability of the artist to open the eye of the spectator to the beauty of nature so that he may realize that he has passed the place many times and was never aware that it is such a beautiful spot as the artist has painted, proves that many people have never trained themselves to see nature, still less a work of art. The more aspects of nature one observes, the more knowledge of the law of nature one will possess by which to measure how the artist treats his subject by omission and emphasis, thus only a clear right judgment and taste develop. The taste of each of us is as varied as there are schools of artists and even as varied as the number of individuals in the same school. Thus it frequently happens that when one's taste is inclined to a certain quality in a work of art one is tempted to reject other works of art as being "no good," although the latter may have greater artistic value than that of one's choice. So much depends on the individual rendering of the artist—which we call style. It is style that differentiates one artist from another. The genuine style of one artist cannot be readily adapted to the work of another. Sometimes it is so nicely suited to one type of subject that it cannot be successfully used for any other. Hence there are artists who paint only marine subjects to which their style is best suited.

## STYLES

We may roughly speak of styles as being "realistic," "impressionistic" and "decorative," and be able to recognise to which category a work of art belongs before we can judge it. The most discernible style, perhaps, is the realistic, although it may be argued that an impressionistic picture is more "realistic" in that it has caught the atmospheric effect in which

the subject is bathed than a subject whose detail is meticulously rendered. While a decorative subject may sacrifice its third dimension for the sake of its decorative scheme, its form is, however, not so lost as to render it non-realistic or distorted.

There are, however, three principal qualities which underlie all good works of art, i.e. excellence of design, harmony of colour and feeling. By design is meant the arrangement of a subject by means of lines and masses so that its centre of interest stands out and every part of the picture is well balanced. If the design is not well balanced one feels that the picture lacks cohesion, or some part of it seems to jump out of the picture. On the other hand, if the design is good, a sense of satisfaction is felt so that not one inch of it could be sacrificed without detriment to the general effect of the whole. The same thing applies to colour. While by design itself it is the arrangement of form by harmony of colour is meant the arrangement of colour and the balance of its scheme. Harmony of colour is only attained when the contrast of warm and cold colours has been maintained in the right proportion, and this speaks for itself in the resultant picture.

## COLOUR BLENDING

If the colour so employed is too vivid without a blending of other colour in a subtle manner it is too harsh. On the other hand, if too much of other colours were mixed with a principal one it looks dirty. If the colour scheme is too cold without any appropriate balance of a warm note, it is out of harmony, and vice versa. In speaking of colours, I have avoided mentioning such definite colours as red, yellow, blue etc., because in art there are no such definite colours, even if such is the case with the local colour of the object in view. Hence it is only right to define it as warm, cold, and neutral, the last being midway between the former two.

Perhaps the most difficult quality to explain in words in a picture is feeling—in fact it is a matter for the spectator to detect for himself if it is there. Feeling is very subtle. But it can hardly be argued that if an artist paints a subject utilizing his material as a means to express his feeling, such feeling will readily be detected by the discerning spectator. It is a permanent quality that puts life in a work of art. Much academic work now or in the past has been so meticulously designed and worked to rules as to lose a sense of feeling; it is dead! Certain modern work, however, is so lightly painted that it has life and hence feeling. This is not to say, however, that every picture lightly painted has feeling, but a picture laboriously designed, thus taking time and exhausting the artist's energy may be spoiled by lacking vitality.

## LINE IS ABSTRACT

Speaking of design, line is abstract. It is formed by either the boundary of an object or a group of objects. In the former case it is definite but in the latter it is sometimes imaginary. Generally speaking, there are three kinds of line in a design—horizontal, vertical, and diagonal. A horizontal line suggests repose; vertical a sense of dignity and diagonal action. Similarly, there are three kinds of tonal masses which should actually blend into the phenomena of colour, and these should co-operate with the meaning of line used in order to perfect an idea. The first kind is flatness of mass which suggests repose; the second is gradation which is used to suggest infinity, while the third—contrast of dark and light tones—suggests action. The employment of colour should be in accordance with the line and mass used. If repose is interpreted by horizontal line and flatness of mass, this colour used should not be gay and vivid as the latter suggests action. On the other hand, if a sunlight effect is interpreted, the contrast of dark and light tones should be in full play and vivid colour employed so as to bring about the bright effect of sunshine.

I hope these few hints of what to look for in pictures, which may make them living things rather than a bewildering number of framed subjects will stimulate the interest of every one who visits the Art Club Exhibition which now being held and enable them to understand more clearly what the artists are "driving at."

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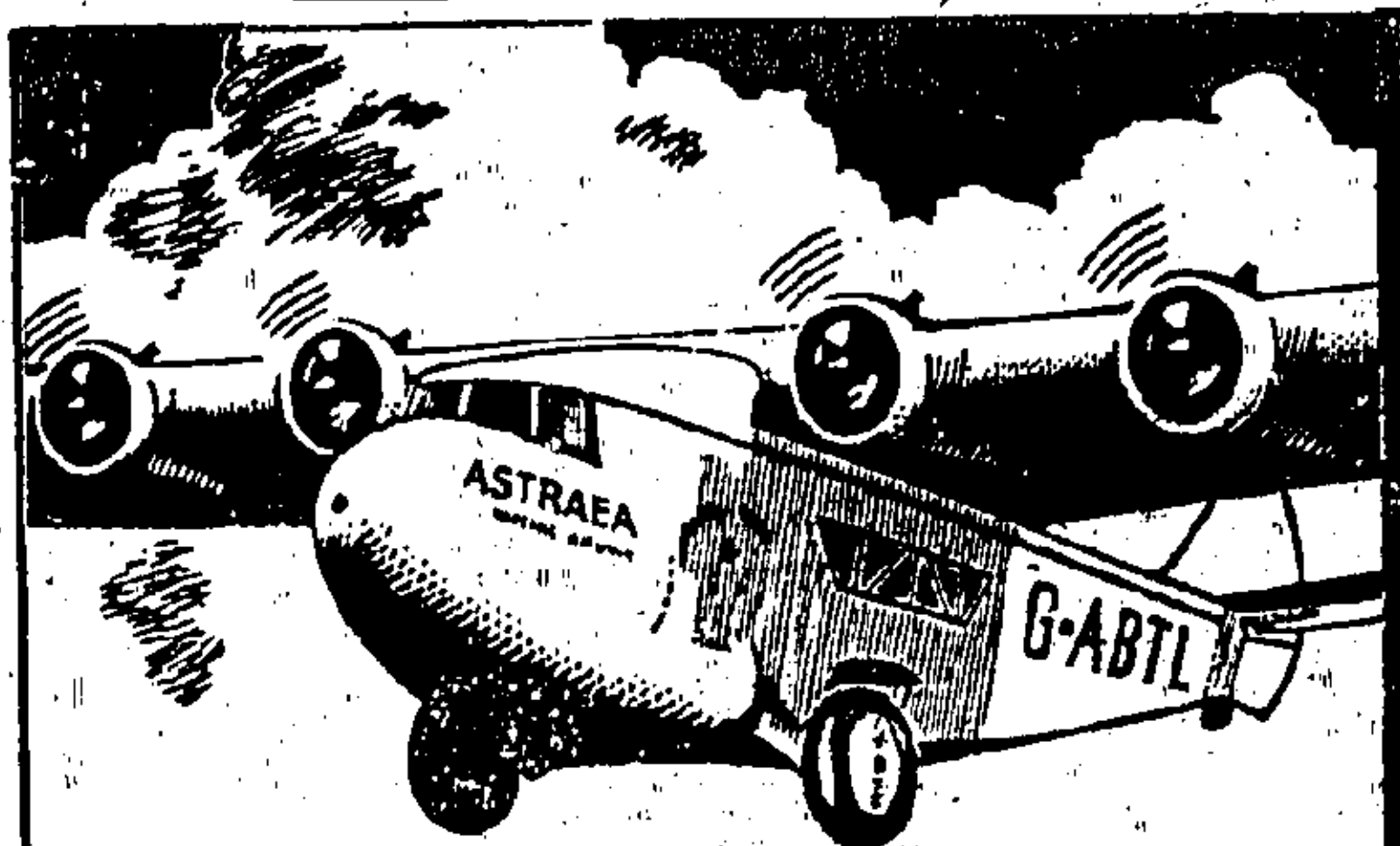
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## NERVE CONTESTS

### Activities With A Spice Of Risk

Three boys have just been admonished, and more, by the London magistrates for carrying too far and in the wrong place the generally admirable fondness of the young for competitive physical activities with a spice of risk. These lads chose a game which needs, it is true, elaborate apparatus, more elaborate than for polo or yacht racing, but it is equally a game which is within the reach of all. They loved to lie with their heads on a railway track, waiting for approaching trains, and whoever kept his head there longest was rightly judged to have won the contest for the best nerve. The railway companies and their engine drivers did not enter into the spirit of the thing, and complained of the nuisance it was having to stop because one of the competitors was in particularly good and reckless form. Lying down in front of oncoming vehicles is a well-established method of protest, which has often succeeded in human history. Rajahs have asked what was stopping the elephants, and have learnt for the first time that some of their subjects were aggrieved. The petition is handed up, read and agreed to, and all is well. But these British youths had no petition to proffer, no concessions to beg over such matters as platform tickets, and the disgust can be imagined of engine drivers who assumed that, at the least, they were confronted with an exciting political demonstration, and met the news that it was but another nerve contest in a world where compulsory nerve contests are part of the natural order.

### THE SUPERMAN TEST

It might perhaps have been worse. There are youths whose sport is known as "blinding the crossroads," and consists in driving motor-cycles at full speed and without warning over large crossroads where corners hide the view. The thrill of wondering what will happen should anything be coming at right angles is said by connoisseurs, young in years but old in excitement, to be the equal of any other sharp sensation. The excuse for accidents is not often proffered to the Court that the accused, like the hero of "Crime and Punishment," was testing his nerve and endeavouring to find out whether he was a superman. The appeal to the sporting instincts of the Bench would probably have a rather better chance than the foolish statements about being in a hurry for magistrates as a class hate hurry and are not indulgent to its servants. How feeble seem the consequences of most missed appointments when compared with the advantages to humanity from the destruction of nervousness. Apprehension, the dread of what never in fact comes to pass, is responsible for so much needless suffering that there is a lot to be said for the "live dangerously" school, to which the heads-on-the-line brigade belong. The art of competitively leaning out of windows is an old one among the young, and just as unpopular among passers-by. But they serve their purpose. It is only when these games spring up in one's midst, or are brought before the notice of authority, that we really appreciate the beauty of a game like Rugby football, in which as a rule the players can only injure themselves.

## CRICKETERS IN AUSTRALIA

### M.C.C.—Victoria

### Match

Melbourne, Nov. 18.

Interrupted by rain on two days, Victoria carried their score of 229 for 6 to 332 for 9 wickets to-day when they declared their innings closed on the third day of their match against the M.C.C.

The principal scorers were Riggs 112, Scuffe 60 and Plant 54, while Sims took 3 wickets for 101.

The M.C.C. had made 187 for 4 at close of play, Parks scoring 74. They will continue their innings to-morrow, the last day.

Reuter.

## THROUGH THE OFFICE WINDOW

(By G. L. C.)

The profiteering racket is getting from bad to worse with the passing of each day. Prices in all household necessities have gone up by more than 30 per cent, and there seems to be no limit to what height they will soar. Something must be done and done quickly.

The public, I am sure, is thankful to the management of the British American Tobacco Company for the advertisement inserted the other day advising the public that there had been no increase in the prices of their different brands of cigarettes. Indeed, a right step in the right direction, as with this knowledge, I have been able to challenge the "Get-Rich-Quick Wallingford" who had the temerity to add two or three cents to each packet of cigarettes.

I wonder why other companies and agencies would not do the same. Surely it is not expecting too much from them. They want the goodwill and patronage of the public and the public has a right to know whether or not prices have truly gone up. The Nestle Anglo-Swiss Condensed Milk Co., American Milk Products, Connel Bros., and other sole-agents handling various lines of household necessities would do well to fall in line.

Yesterday morning there was a decided "nip" in the air, and I suppose there must have been many persons who gave a kindly thought to those who have to sleep in the streets at night. It is well for us to remember that Miss Ruby Mowling and her co-workers are out to raise funds to provide shelter for these unfortunate people.

Business may not be good and there are other demands on our generosity, but a little help to such a deserving cause would not inflict any hardship on those who sleep in comfortable beds and under warm blankets at night.

In the case of Alexander Ogilvie of the Airlie Hotel who was summoned before Mr. E. I. Wynne-Jones at the Kowloon Magistracy last week for a breach of his hotel keeper's adjunct licence, the learned magistrate did not mince his words in his criticism of the somewhat shoddy method of the police.

The trap employed in this instance was that as a result of complaints received, two European constables in civilian dress were sent to the hotel with instructions to buy bottles of beer. Another two European officers kept watch outside, and after allowing sufficient time to elapse, they went in to see if the two constables had been served with beer. They found the constables drinking, and a summons was taken out against the proprietor for serving liquors to persons other than residents and not in conjunction with a meal.

Before binding the defendant over, the learned Magistrate said that although it was not illegal, still he did not like to see policemen being sent to cause

a breach of regulations and going on information deliberately to trap a man. Such method, he said was most unfair.

Altogether four European officers were employed to make out a case against the Airlie hotel, while gangsters are still roaming at large over in the peninsula. Further comments are unnecessary, but Mr. Wynne-Jones may be sure that his opinion is fully endorsed by the general public.

With the view of reducing the large number of traffic accidents, the Police Department begins its "Safety First" campaign from to-day and will continue on to November 30. And it is hoped that pedestrians, particularly Chinese newly from the country, will be urged by older residents to pay heed to the many posters that are placarded all over the streets.

A campaign of this nature has much salutary effects on the community in other parts of the world, but out here, I am inclined to think that very little good would come of it. The majority of the Chinese residents here are illiterate, and the posters, illustrated as they are, convey very little to them. Nothing short of a strict order to keep to the side-walk would help to reduce traffic accidents.

In Tsingtao there are broad sidewalks in every street. Pedestrians are not allowed to walk in any part of the road, but strictly to keep within the sidewalk. But then Tsingtao has been under three flags, and this order was handed down by the Germans to the Japanese, who in turn passed it on to the Chinese authorities. Then again, it is a pleasure to walk in the side-walk in this model city of China, but in Hong Kong, I would rather be shot first before I would keep to the footpath. The shops here are allowed too many privileges altogether; one of them is to suspend all sorts of signboards over the heads of the pedestrians. This is a constant menace to one's cranium. And in localities where there are many Chinese shops, the stretch from roast pork, dried ducks, salt fish, etc., is simply too terrible. If this nuisance is abated, pedestrians would gladly take to the side-walk.

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WIND  
HEARTBURN  
ACIDITY  
FLATULENCE  
SOUR STOMACH



## FUNERAL

### The Late Ayesha Dyer

It is with deep regret that we have to announce the death of Miss Ayesha Dyer, the 25-year-old daughter of Mr. Juman Dyer, president of the Hong Kong Islamic Union which took place yesterday morning at 10.45 a.m.

The late Miss Dyer had been in bad health for some time past and had only returned from the Philippine Islands about six months ago where she had been for treatment. Miss Dyer was very popular among the local Indian community. She was educated in the French Convent and leaves a father and a grandmother to mourn her loss and to whom the deepest sympathy is extended in their sad bereavement.

The funeral took place yesterday evening at the Mohammedan Cemetery and was very largely attended. Maulvi Shah of the Mosque officiated at the last rites. Among those present were: Messrs. A. G. Markar, C. G. Markar, R. G. Markar, A. O. Mader Omar Hosen, U. Rumjahn, A. H. Rumjahn, S. A. Rumjahn, H. D. Rumjahn, S. A. Sepher, R. Nazarin, U. M. Omar, R. M. Omar, K. M. Omar, A. H. Mader, M. P. Mader, A. G. Sumad, S. R. Ismail, A. B. Dallah, M. Y. Adal, S. Chasumbhoy, and many others.



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## DAILY SHARE QUOTATIONS

Hong Kong Stock Exchange Sharebrokers' Association

Buyers	Sellers	Value	Monday, Nov. 18	Buyers	Sellers	Value	Monday, Nov. 18
<b>Banks</b>							
...	...	...	H.K. Bank	...	...	...	...
...	...	...	Chartered Bank	...	...	...	...
...	...	...	Bank of East Asia	...	...	...	...
...	...	...	N. C. & S. Bank	...	...	...	...
...	...	...	Am. O. & S. Corp.	...	...	...	...
...	...	...	Ch. Fin. Corp.	...	...	...	...
...	...	...	Do. Prof. S.	...	...	...	...
...	...	...	Insurance	...	...	...	...
...	...	...	Canton Insurance	...	...	...	...
...	...	...	Underwriters	...	...	...	...
...	...	...	Union Insurance	...	...	...	...
...	...	...	China Fire	...	...	...	...
...	...	...	H.K. Fire	...	...	...	...
...	...	...	International Assoc.	...	...	...	...
...	...	...	Shipping	...	...	...	...
...	...	...	Douglas	...	...	...	...
...	...	...	Steamboats	...	...	...	...
...	...	...	Indus (Prof.)	...	...	...	...
...	...	...	Do. (Prof.)	...	...	...	...
...	...	...	Shanghai	...	...	...	...
...	...	...	Waterworks	...	...	...	...
...	...	...	Mining	...	...	...	...
...	...	...	Antamoks	...	...	...	...
...	...	...	Balcoos	...	...	...	...
...	...	...	Baguio Gold	...	...	...	...
...	...	...	Baguio Consolidated	...	...	...	...
...	...	...	Do. Exploration	...	...	...	...
...	...	...	Do. Goldfield	...	...	...	...
...	...	...	Big Wedge	...	...	...	...
...	...	...	Gold River	...	...	...	...
...	...	...	Gold Creek	...	...	...	...
...	...	...	United Paracels	...	...	...	...
...	...	...	Salaput Mining	...	...	...	...
...	...	...	Ipo Mining	...	...	...	...
...	...	...	Ilogona	...	...	...	...
...	...	...	Kailans	...	...	...	...
...	...	...	Langkatas (single)	...	...	...	...
...	...	...	Exploration S.	...	...	...	...
...	...	...	Shanghai Loans	...	...	...	...
...	...	...	Haab	...	...	...	...
...	...	...	Venezuela Gold Fds.	...	...	...	...
...	...	...	Locks, Wharves	...	...	...	...
...	...	...	Godown, etc.	...	...	...	...
...	...	...	H.K. & K. Wharves	...	...	...	...
...	...	...	Do. (old)	...	...	...	...
...	...	...	Do. (new)	...	...	...	...
...	...	...	Provident (old)	...	...	...	...
...	...	...	Do. (new)	...	...	...	...
...	...	...	H.K. & W. Locks	...	...	...	...
...	...	...	S. China Motors 'A'	...	...	...	...
...	...	...	Do. 'B'	...	...	...	...
...	...	...	Shanghai Dock S.	...	...	...	...
...	...	...	New Engineering S.	...	...	...	...
...	...	...	Hongkew	...	...	...	...
...	...	...	Lands, Hotels, and	...	...	...	...
...	...	...	Buildings	...	...	...	...
...	...	...	H.K. Hotels	...	...	...	...
...	...	...	H.K. Lands	...	...	...	...
...	...	...	Do. 4% Debentures	...	...	...	...
...	...	...	Shanghai Lands	...	...	...	...
...	...	...	Metropolitan Lands	...	...	...	...
...	...	...	H.K. Lands	...	...	...	...
...	...	...	China Do.	...	...	...	...
...	...	...	Do. Debentures	...	...	...	...
...	...	...	Humphreys	...	...	...	...
...	...	...	New Asia Hotel	...	...	...	...
...	...	...	Asia Hotel	...	...	...	...
...	...	...	Do. 'B'	...	...	...	...
...	...	...	Chinese Estates	...	...	...	...
...	...	...	Cotton Mills	...	...	...	...
...	...	...	Singapore	...	...	...	...
...	...	...	Singapore (old)	...	...	...	...
...	...	...	Do. (new)	...	...	...	...
...	...	...	Long Sing	...	...	...	...
...	...	...	Wing On Textiles (S)	...	...	...	...
...	...	...	Public Utilities	...	...	...	...
...	...	...	Tramways	...	...	...	...
...	...	...	Park Trams (old)	...	...	...	...
...	...	...	Do. (new)	...	...	...	...
...	...	...	Star Ferries	...	...	...	...
...	...	...	Kowloon Ferries	...	...	...	...
...	...	...	China Light	...	...	...	...
...	...	...	H.K. Motors	...	...	...	...
...	...	...	Macao	...	...	...	...
...	...	...	Sandakan Light	...	...	...	...
...	...	...	Antiparos (old)	...	...	...	...
...	...	...	Do. (new)	...	...	...	...
...	...	...	China Buses	...	...	...	...
...	...	...	Tramways	...	...	...	...
...	...	...	Do. (pref.)	...	...	...	...
...	...	...	Industries	...	...	...	...
...	...	...	Malayan Sugars	...	...	...	...
...	...	...	Caldbeck, (pref.) S.	...	...	...	...
...	...	...	Macgregor, (pref.) S.	...	...	...	...
...	...	...	Canton Ice	...	...	...	...
...	...	...	Campania	...	...	...	...
...	...	...	Hopes	...	...	...	...
...	...	...	Macdonalds	...	...	...	...
...	...	...	Dairy Farms	...	...	...	...
...	...	...	Amusements	...	...	...	...
...	...	...	Ch. Entertainment	...	...	...	...
...	...	...	Constructions, (old)	...	...	...	...
...	...	...	Do. (new)	...	...	...	...
...	...	...	Lane Crawfords	...	...	...	...
...	...	...	Mackintosh	...	...	...	...
...	...	...	Nanyang Tobacco	...	...	...	...
...	...	...	Bussell	...	...	...	...
...	...	...	Watsons	...	...	...	...
...	...	...	Wm. Powells	...	...	...	...
...	...	...	M. Greybonds	...	...	...	...
...	...	...	S. C. Katerprice	...	...	...	...
...	...	...	Ch. G. 5 1/2% G.S. Sds.	...	...	...	...
...	...	...	H.K. Govt. 4% Loans	...	...	...	...
...	...	...	Do. 3 1/2%	...	...	...	...
...	...	...	Wallace Harper	...	...	...	...
...	...	...	H.K. Wing Co.	...	...	...	...
...	...	...	Shel. Co.	...	...	...	...
...	...	...	Vibro Filcing	...	...	...	...

## LONDON STOCK EXCHANGE

All-Round Rise In Prices

(Special Air Mail Service)

London, Oct. 23. Week-end developments in the foreign political situation acted as a strong tonic for the Stock Markets. Under the load of Gilt-edged securities prices opened materially higher, the rise extending to practically every department. The early improvement was due largely to hurried "bear" covering. It was not followed by any marked general increase of buying by the public, and as a consequence after the first hour prices in a number of departments showed a tendency to ease. The extent of the reaction, however, was small compared with the rise that preceded it, and for the most part markets closed with a steady appearance.

The Gilt-edged market was strong, with some increase in the volume of business. A rise of a point to 104 took place in the War Loan, buyers being influenced by the fact that the stock will shortly be quoted at the December dividend. "Fours" rose a point to 113, and Old Consols gained 1 1/2 to 122. Rises of 1/2 to 1 were shown by a number of other stocks. India loans moved in similar fashion. In the Dominion and Colonial group there was again some support for Canadian securities. The Home Railway market opened firm, but buyers appeared to be soon satisfied, and prices were inclined to waver in the later dealings.

## NUMEROUS INDUSTRIAL FEATURES

An all-round rise took place in the industrial market. The pace set at the opening proved a little too violent, to be fully sustained, but setbacks, where such took place, were small compared with the opening advance. Among Iron, Coal, and Steel shares United Steel closed 4 1/2 higher at 31s. 7d., having been 30s. 3d. Lambert Brothers made a further rise to 22s. Wm. Cory improved to 7s. 8d., and Powell Duffryn to 18s. 6d. Birmingham Small Arms came on offer and closed no better than 9d., the movement was attributed to double about the character of the report, which is due to be published shortly. Standard Motor was raised about 1/4 to 7s. 3d. and substantial gains were made by Dennis (30s.), Leyland (60s.), and Thomas Tilling (58s.). Raleigh Cycle moved up to 34s. 3d., and a sharp rise to 30s. 3d. occurred in New Hudson. Aircraft shares opened generally higher, but the rise was checked by profit-taking. Hawker Siddeley were again firm at 26s. 9d. Fairey moved up to 26s. 9d. and Imperial Airways to 43s. x.d. In the Electrical Engineering group Johnson and Phillips closed 1s. 9d. higher at 45s. The shares of Rayon companies were strong. Courtaulds advanced to 55s. 3d., British Celanese to 12s. 4 1/2d., and the Second Preference to 22s. 1 1/2d. Imperial Chemical closed a little higher at 35s. 1 1/2d., and Dunlop Rubber hardened to 35s. 9d. There was again a demand for Shipping shares, buyers being impressed by the latest figures of reduced idle tonnage. An all-round rise occurred in Bank shares, which, as usual, moved in sympathy with Gilt-edged securities. The insurance market was steady to firm; North British were quoted at 46 1/2, x.d. Associated Cement rose to 58s., Wall Paper Deferred to 13-16, and Turner and Newall to 56s. Cable and Wireless stocks rose sharply on the favourable traffic return, but experienced a reaction later; the "A" closed 1/2 higher at 2 1/2, having been 2 1/4, and the Preference showed a net gain of 1 to 100, after touching 101. Imperial Tobacco rose 3-32 to 16 1/2, while Carreras "A" and "B" were strong at 7 1/2 and 19s. 10 1/2d. respectively. Gains also occurred in the shares of other leading Tobacco companies. Among the features in a generally strong Brewers' market were Mitchells and Butlers, which rose to 96s., Ansell's (100s. 8d.), Guinness (138s. 6d.), Benskin's (76s. 9d.), and Wemyss Deferred (70s. 9d.). Distillers advanced to 91s. 3d. Sudan Plantations recovered to 28s. 7 1/2d. The American market was firm, and during the morning dealers raised prices above the overnight parties. New York at first failed to accept London's higher levels, but the market developed renewed strength in the "Street."

## NEW YORK STOCK AND COMMODITY QUOTATIONS

(Through Renter's Agency)

	Last Close	November 18	November 18
		Open	10.30
New York-London	492 1/2	492	—
Cotton, May	11.86	—	11.56
Rubber, December	13.17	—	13.01
Chicago Wheat, May	96 1/2	—	96
Corn, May	59 1/2	—	59 1/2

## STOCKS

Anaconda Copper	22 1/2	22 1/2	22 1/2
El. Bond and Share	17 1/2	17 1/2	17 1/2
General Motors	58 1/2	59	58 1/2
Int. Tel. and Tel.	11 1/2	11 1/2	11 1/2
Montgomery Ward	39 1/2	39 1/2	39 1/2
N.Y. Central	25 1/2	—	25 1/2
U.S. Steel	50 1/2	50 1/2	49 1/2

New York Stock Exchange Quotations appear on Page 13.

## DEATH OF SIR JOHN PYBUS

Return To Business From Politics

London, Oct. 24. Sir John Pybus, M.P. for Harwich and formerly Minister of Transport, died in a London nursing home last night, aged 55. He had been seriously ill for several weeks.

Sir John was a son of the late Alderman John Pybus, Hull, and was unmarried. In 1923 and 1924 he contested the Shipley Division as a Liberal. In 1929 he was elected as M.P. for Harwich, and two years later became Minister of Transport in the National Government.

When, in the early part of 1933, he tendered his resignation as Minister of Transport he wrote to the Prime Minister (Mr. Ramsay MacDonald) pointing out that he did not desire to remain exclusively in politics. He wished at some convenient date to return to business, in which he had been engaged all his life.

## COMMERCIAL INTERESTS

His numerous commercial interests before he took office included the chairmanship of the Phoenix Assurance Company and of the Power and Traction Finance Company, and directorships of "The Times" Publishing Company, Ltd., the English Electric Company, Ltd., and the Associated Portland Cement Manufacturers, Ltd.

He was a member of the Royal Commission on the Civil Service and of several Committees, including the Advisory Committee of the Department of Overseas Trade.

Sir John's romantic career is the story of a boy who plodded at his studies at school, and who won his way by sheer determination and patience to great heights. At school he was not regarded as a brilliant student. He took more interest in electricity than was considered good for him.

His father, however, understood the boy's enthusiasm, and built him a shed in which young Pybus delved into the mysteries of electricity. He then made a vow that he would reach the pinnacle of his chosen profession. He kept his word.

## WAR MUNITIONS SERVICE

Later he was apprenticed to a firm of local engineers. Steadily he advanced through more responsible positions until he was entered as a junior in the firm of Messrs. Siemens Bros. at Wollwich.

Then he became assistant manager at Siemens' establishment in Staffordshire, played a prominent part in the manufacture of munitions during the war, and was granted the O.B.E. in 1917.

Still determined to reach the higher positions in his profession, he eventually became chairman and director of various engineering companies.

## RUBBER SHARES AGAIN HIGHER

The Oil market shared in the strength common to other departments, but here again closing prices were below the best. Shell Registered touched 75s. 4 1/2d., closing 1s. 10 1/2d., higher at 74s. 4 1/2d. Royal Dutch gained 1/2 to 28 1/2, and rose of 1-16 were shown by most of the other leaders. Attock rose further to 13-16. The Rubber market was stimulated by the reduction of 2,810 tons shown by the latest weekly figures of United Kingdom stocks and the further increase announced in the Dutch native export duty. Anglo-Dutch were particularly strong at 34s. 3d., 38s. demand for these shares being influenced by the rise in sisal.

Firmer conditions prevailed in the Kafir market, though the volume of business was limited. The shares of finance companies established a general rise. Central Mining advancing to 81 1/2, Gold Fields to 3-16, Union Corporation to 7-15-16, x.d., and Rand Mines to 7 1/2.

## UNITED STATES AND CANADA

New Reciprocal Trade Treaty

Washington, Nov. 17. The opinion that the new reciprocal U.S.-Canada trade treaty would double the commerce between the two countries within a year or two, was expressed by President Roosevelt in announcing the terms of the agreement to-day. The treaty becomes effective on January 1.

A summary issued shows that the larger part of the United States' exports to Canada are covered by the agreement while the United States' concessions to Canada affect commodities which accounted for about two-thirds of the total of her imports from Canada in 1929.

In addition to the tariff reductions, the treaty contains a concession by Canada in the form of an agreement to revise substantially the present system of arbitrary valuations applied to American products.

Other Canadian concessions include direct reductions of duty on stated commodities, including agricultural machinery and industrial equipment. There are also benefits for commercial travellers and for the transit trade passing through the United States.

The major concessions from the United States to Canada include the placing permanently on the free list of newsprint and paper, wood pulp, timber and fishery products, certain furs, asbestos and fertilisers and certain other commodities.

There are reductions of duties on specified quantities of cattle, cream, cheese, fruits, vegetables, poultry, and so on. There is a halving of the duty, at present \$5.00 per gallon, on all whiskey aged for four years or more in the wood, including Scotch, Irish and American types as well.

A summary of the agreement states that under an unconditional "most favoured nation" principle, all the tariff concessions granted to Canada shall apply to all other nations, except Germany, who has renounced the trade pact with America.

Other countries, however, will obtain relatively little benefit from the duty reductions, as Canada is overwhelmingly the principal supplier of the articles mentioned in the treaty.

The treaty remains in force until the end of 1938, and thereafter may be terminated at six months' notice by either party.

President Roosevelt hailed the agreement as marking a revolution in trade relations between the two countries.

The impression abroad in Ottawa is that the treaty opens the way for Canada to wider markets in some sixty major commodities, and it is hoped that it will aid the return of prosperity to North America.

ed up to 29s. 3d. and Rand Selection to 24s. 9d. An all-round rise in the shares of non-producers was once again led by West Witwatersrand, which advanced to 3-23-32. South African Land were also strong at 24 1/2. East Rand Proprietary improved to 30s. 8d. Diamond shares were favoured. De Beers Deferred rising to 54 and the Preference to 121. Among Rhodesians Cam and Motor rose to 4 and Sherwood Stars to 7s. 9d. West African and West Australian Gold shares in a number of cases were quoted a little higher. The Copper group was firm.

S. E. Levy &amp; Co.

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## WAR

HAS STARTED IN

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PICTORIAL MAPS OF THIS COUNTRY ARE OBTAINABLE

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PRICES:—

MOUNTED  
50 cts. eachUNMOUNTED  
25 cts. each

For irritable Children

In the "Strand Magazine" of March 1933, the well-known food expert, Miss Kathleen Dane, writes:

"Many children of the irritable, nervous type, owe their state to a deficiency of organic salts, particularly calcium, notwithstanding the fact that the dietary appears to be properly balanced. Such youngsters do well when the diet is reinforced by a well-retained mineral food, such as 'Kalzana,' which medical men all over the country are now recommending."

Your quickly-growing child needs extra calcium to help the formation of straight bones, healthy teeth, and a strong constitution. Start your boy or girl on a course of Kalzana—you will be surprised at the all-around improvement Kalzana effects. Irritability disappears, appetite returns and soon the formerly "difficult" child will be a happy, healthy youngster again!

# Kalzana

The Mineral Food for Better Health

Obtainable at all Chemists and Stores.

## BANISHEE

Li Yee, unemployed, was sentenced to one year's hard labour by Mr. Balfour at the Central Police Court yesterday for returning to the Colony before his banishment term of ten years had expired. It was stated by Sub-Inspector J. J. Walsh that defendant was found last night trying to break into a dwelling house. The inmates raised an alarm and the man ran away and was caught by Sergeant Sullivan in the street. There was not enough evidence to bring an additional charge against him.

## A FREE FOR ALL

A recent fight outside the Central Market involving several persons was recalled at the Central Police Court yesterday when no fewer than nineteen Chinese, mostly market coolies, appeared on remand before Mr. S. F. Balfour, charged with fighting. Detective Inspector A. H. Elston applied for a remand until Wednesday, remarking that a conference is to be held before the Secretariat for Chinese Affairs to-morrow in order to find a solution to the trouble. The remand was granted. The accused were severally represented by Mr. Hin-shing Lo and by Mr. F. E. Nash.



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\* s.s. "OLDENBURG" for Shanghai, Yham, Kobe, Osaka, Dairen, Taku, Tsingtau. 25th Nov.  
\* m.v. "KULMERLAND" for Shanghai, Dairen, Taku, Kobe, Osaka, Yokohama, Nagoya. 27th Nov.  
\* s.s. "NORDMARK" for Shanghai, Dairen, Kobe, Osaka, Yham, Nagoya. 9th Dec.

## HOMeward SAILINGS

\* m.v. "BURGENLAND" for Antwerp, Rotterdam, Hamburg. 24th Nov.  
\* s.s. "NEUMARK" for Barcelona, R'dam, H'burg. 5th Dec.  
\* s.s. "OLDENBURG" for M'lea, Antwerp, R'dam, H'burg. 29th Dec.  
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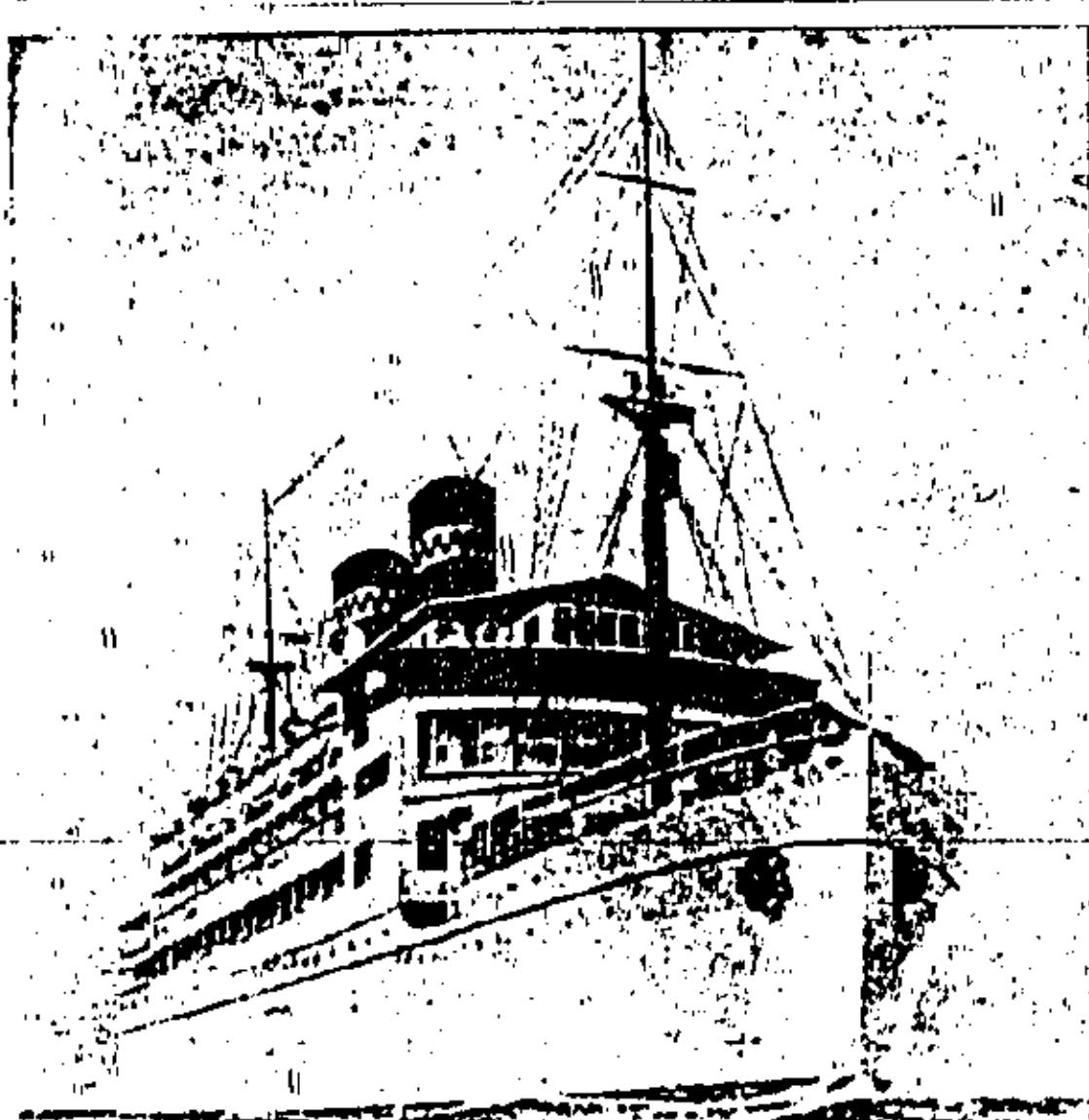
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s.s. "TJIKEMBANG"

20th November, 9 a.m.

Launch Blaka Pier 8.30 a.m. Launch Polio Pier 8.45 a.m.

## TO MANILA, MAKASSAR, BALI

& SOERABAJA

s.s. "TJIBADAK"

26th November, 9 a.m.

Launch Blaka Pier 9.00 a.m. Launch Polio Pier 9.15 a.m.

## TO AMOY & SHANGHAI

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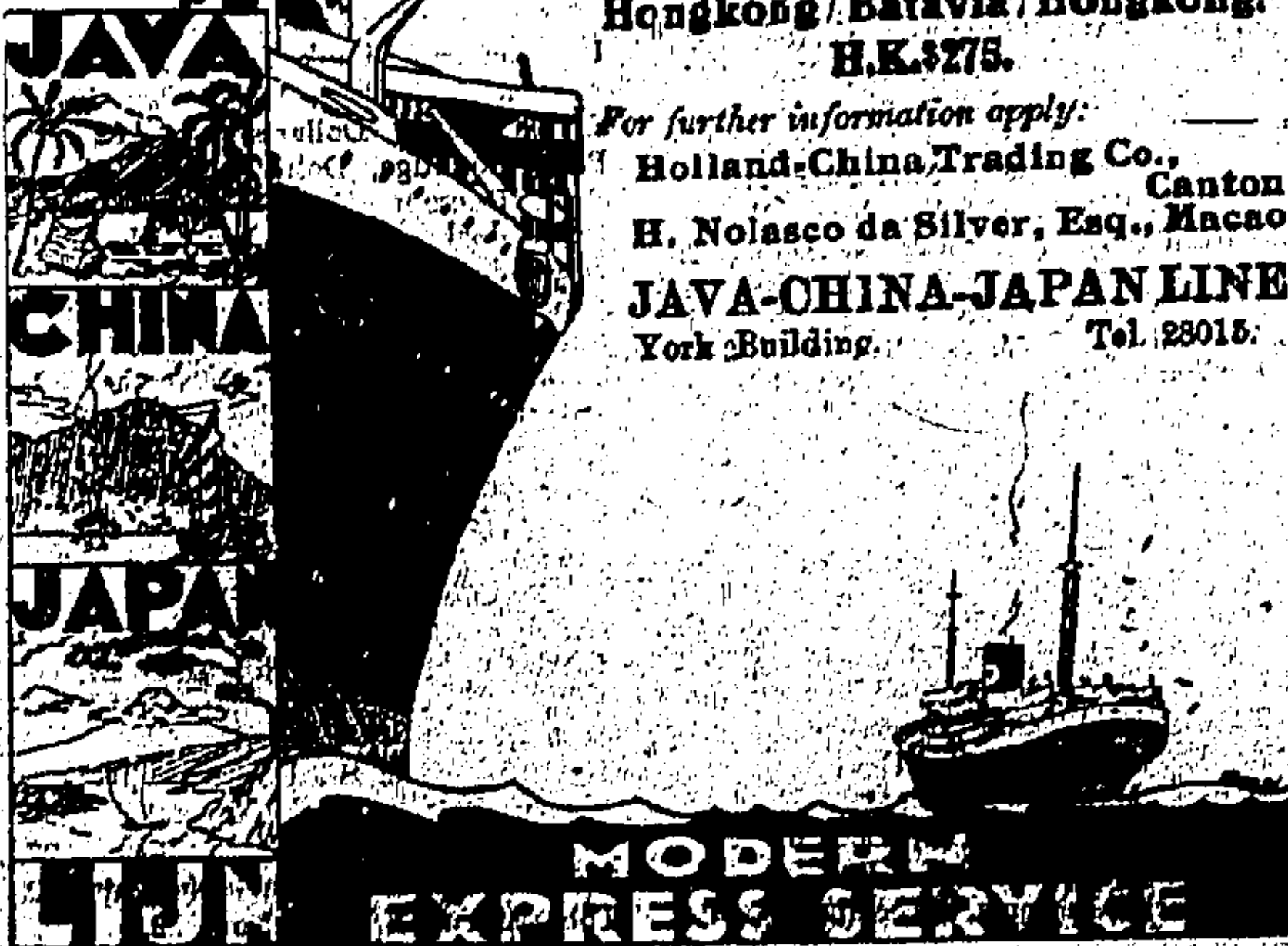
For further information apply:

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JAVA-CHINA-JAPAN LINE

York Building, Tel. 28015.



# THE EXCHANGE

## MARKET

MESSRS. ROZA BROS.

Silver prices were unchanged over the week-end, the quotations remaining at 29 5/16 for Ready and 29 1/16 for Forward. Advices reported China sold. America and India bought. The market was quiet.

In America the rate was unchanged at 65 1/2 for spot. The London/New York cross-rate was slightly higher at 492 and the New York/London rate was unchanged at 4.92 1/4.

## MARKET

Steady during the early part of the morning but later eased off owing to some demand.

## Sterling

There were sellers after the opening at 1/5 1/2 with business reported subsequently at 1/5 1/2 for November, 1/5 13/16 for cash and 1/5 1/4 for January and first half of January. The market then reacted and offers at 1/5 7/16 were accepted for first of January. 1/5 1/4 was also arranged for December and 1/5 1/4 for cash followed by transactions at 1/5 1/4 for December and 1/5 5/16 for January. The market closed at 1 p.m. with sellers at 1/5 9/16 for cash, 1/5 1/4 for November, 1/5 1/4 for December and 1/5 1/4 for January. buyers at 1/16 higher respectively.

## U.S. Dollars

Business was done during the course of the morning at 35 1/2 for first half of December and 35 1/2 for cash. The market closed at lunch time with sellers at 35 for cash, 35 1/2 for November and 35 1/2 for December, buyers at 1/8 higher respectively.

## Shanghai Dollars

Sellers were quoted at 12 1/2 for spot.

## Shanghai Market

Quiet. Sellers were indicated at 1/2 7/16 for spot and U.S. Dollars at 29 9/16 for spot.

## IN THE AFTERNOON

The market was easier in the afternoon.

## Sterling

Business was done at 1/5 9/16 for cash and November, 1/5 1/4 for November, 1/5 1/4 for first half of December and 1/5 1/4 for January. The market closed with sellers at 1/5 7/16 for November, 1/5 1/4 for first half of December, 1/5 5/16 for December and 1/5 3/16 for January. buyers at 1/16 higher respectively.

## U.S. Dollars

Business was done at 35 11/16 for December delivery. The market closed with sellers at 35 1/2 for November and 35 7/16 for December, buyers at 35 1/2 for November and 35 1/2 for December.

# H. K. STOCK

## EXCHANGE

## YESTERDAY'S OFFICIAL

### QUOTATIONS

## BUYERS

Bank of East Asia, \$70.  
Hong Kong Trams, \$144.  
China Lights, \$11.  
H.K. Ropes, \$34.

## SELLERS

Hong Kong Banks, \$1360.  
Canton Insurance, \$255.  
Union Insurance, \$545.  
H.K. Fire Insurance, \$245.  
Hotels, \$54.  
H.K. Lands, \$354.  
China Lights, \$11.30.  
Telephones (old), \$241.  
Telephones (new), \$104.  
Cements, \$34.  
Constructions (new), 70cts.

## SALES

Hong Kong Banks, \$1350/1355.  
Union Insurance, \$540.  
Rauhs, \$9.  
H.K. Trams, \$14.30/14.35/144.  
China Lights, \$11.10.  
Electric, \$66.  
H.K. Ropes, \$34.

## H. K. SHAREBROKERS' ASSOCIATION

## BUYERS

Bank of East Asia, \$70.  
Douglases, \$35.  
Steamboats, \$3.  
Antamoks, 95cts.  
Beng Consolidated, \$13.  
Gold Rivers, 6 cts.  
Rauhs, \$9 C.D.  
Lands, \$35.  
Wharves Old, \$87.  
Trams, \$144.  
Yammat Perries, \$154.  
Lights, \$11.  
Electric, \$64.

## SELLERS

H.K. Banks, \$1360.  
Realty, \$5.60.

# LONDON EXCHANGE RATES

(British Wireless Service)

	November 13.	November 14
Paris	74 47/64	74 40/64
Geneva	15.14	15.12 1/2
Berlin	12.23 1/2	12.23
Athens	515 S.	
Milan	60 1/2	60 11/16
Shanghai	4.92 1/4	4.92 1/16
New York	7.24 1/2	7.24 1/2
Amsterdam	11 1/2	11 1/2
Vienna		
Prague		
Bucharest		
Madrid	36 1/32	36 1/16
Lisbon		
Hong Kong	1/4 13/16	1/5 1/16
Brussels	29.12	29.12 1/2
Montevideo		
Belgrade	4.97 1/2	4.97 1/2
Montréal		1/2 1/16
Yokohama		
Helsingfors		
Rio		
Buenos Aires	29 5/16	29 5/16
Silver (Spot)	29 1/16	29 1/16
Silver (forward)	31 1/105	105 1/16
War Loan		

## Closing Quotations

November 18, 1935.		November 19, 1935.	
On LONDON:		On NEW YORK:	
Telegraphic Transfer...	1/5 1/2	Bank Bills, on demand 35 1/2	
Bank Bills, on demand	1/5 1/2	Credit, 60 days sight, 37 1/2	
Bank Bills, 4 months	1/5 1/2	ON BATAVIA:	
Credit, four months	1/5 1/2	On demand	55 1/2
ON SHANGHAI:		ON PARIS:	
On Demand	130	Bank Bills, on demand 54 1/2	
ON SINGAPORE:		Credit, 4 months sight 57 1/2	
On Demand	64 1/2	ON SAIGON:	
ON JAPAN:		On Demand	54 1/2
On Demand	125	ON MANILA:	
ON INDIA:		On Demand	71 1/2
Telegraphic Transfer...	1/5 1/2	ON BANGKOK:	
Bank, on demand	1/5 1/2	On Demand	127 1/2
		SOVEREIGNS, Bank Buying	1/5 1/2
		Rate	1/5 1/2
		BAR SILVER, per oz.	29 5/16

# NEW YORK STOCK EXCHANGE

(Through Reuters Agency)

## QUOTATIONS

New York, November 17.		High		Low		Last		Today's		Change	
New York/London Cross-rate		11.90		11.85		11.85		11.85		.06 off	
New York Cotton—Dec		13.30		13.15		13.28		13.17 1/2		.11 off	
Chicago Wheat—Dec		96 1/2		96 1/2		96 1/2		96 1/2		.10 up	
Chicago Corn—Dec		80 1/2		80 1/2		80 1/2		80 1/2		.10 up	
Silver—Official		—		—		88 1/2		88 1/2		unchanged	
Dow Jones Average		High—1834 3/8		Low—1834 3/8		Nov. 15, 1834 3/8		Nov. 16, 1834 3/8		Change	
30 Industrials		147.40		147.40		147.31		147.31		.09 up	
30 RAIL		37.67		37.31		37.34		37.69		.35 up	
30 UTILITIES		35.48		34.41		35.46		35.35		.38 up	
40 BONDS		97.47		93.43		96.16		96.63		.07 up	
11 COMMODITY INDEX		62.10		62.48		67.38		67.38		.13 off	
										Business Done: 1,640,000 shares.	

Stock & Div.	Last Sale	Nov. 15 Nov. 16	Stock & Div.	Last Sale	Nov. 15 Nov. 16
Adams Express	94	94	Gold Dust (1.20)	18	18 1/2
Amer. Can. (4)	144 1/2	143 1/2	Goodyear	21 1/2	22 1/2
Am. Cyanamid "B"	28 1/2	28 1/2	Int. Cement	37 1/2	37 1/2
(25dr.)	7	7 1/2	Int. Nick. (60)	11 1/2	11 1/2
Am. For. Pwr.	7	7 1/2	Int. Tel. & Tel.	28	28
Am. For. Pwr. 7 1st	—	—	Johns Manville	53 1/2	53 1/2
Pf.	—	—	Kennecott (151)	26 1/2	26 1/2
Am. Locomotive	—	—	Loews (1)	26 1/2	26 1/2
Am. Radiator	20 1/2	20 1/2	Lorill (1.20)	37 1/2	39 1/2
Am. Smelting	59 1/2	59 1/2	Mort. Ward	32 1/2	32 1/2
Am. T. and T. (9)	149 1/2	149 1/2	Nat. City Bk. (11)	18 1/2	18 1/2
Am. Tob. "B" (5)	105	105 1/2	Nat. Da. P. (1.20)	18 1/2	18 1/2
Am. Waterworks (1)	20 1/2	20 1/2	Nat. Distillers	31 1/2	31 1/2
Am. Waterworks \$8	—	—	Nat. Pwr. Lt. (80)	25 1/2	25 1/2
pref. (6)	92 1/2	92 1/2	N.Y. Central	25 1/2	25 1/2
Anacosta Copper	22 1/2	22 1/2	N. Amer. (50c. 4 1/2)	26 1/2	26 1/2
Atch. T. and S. F.	—	—	Pac. Gas (1.50)	30	29 1/2
(2dr.)	—	—	Pac. Ling. (3)	64	64
Auburn Automobile	37 1/2	37	Packard Motors	64	64
Baltimore & Ohio	13 1/2	13 1/2	Penn. Ry. (1)	29 1/2	29 1/2
Bethlehem Steel	41 1/2	41 1/2	Phil. Petro (1)	36 1/2	36 1/2
Boeing Airplane	99 1/2	98 1/2	Pub. Ser. N.J. (2.80)	44 1/2	45
Borden Co. (1.60)	—	—	Radio Corp.	9 1/2	10
Berg. Warner (ldr.)	—	—	Rev. Tob. "B" (5)	—	—
Case	109 1/2	110 1/2	Schenley	57 1/2	57 1/2
Canadian Pacific	11 1/2	11 1/2	Sears Roebuck	65 1/2	66 1/2
Caterpillar Tract	—	—	Soc. Vac. (60)	12 1/2	12 1/2
Ch. Nat. Bk. (1.40)	36 1/2	36 1/2	Srn. Cal. Ed. (1.50)	25 1/2	25 1/2
C.P. Corp. (2.50)	55 1/2	55	Southern Pacific	20 1/2	20 1/2
C.P. Corp. and	—	—	Stan. Brands (1)	15 1/2	15 1/2
Ohio (2.80)	52	52 1/2	Stan. Gas	54	53
Chrysler (1d)	89	89 1/2	Sta. Oil N.J. (1)	—	—
Col. Gas & Elec.	14 1/2	14 1/2	Ster. Pro. (2.80)	66 1/2	66 1/2
Comm. Solv. (60)	89	88 1/2	Studebaker Corp.	31 1/2	31 1/2
Comm. Strm. \$5	24	24	Texas G. Sulph. (2)	12	12 1/2
Cons. Oil (28)	—	—	Transamerica (1.12 1/2)	12	12 1/2
cum. Pl. (6)	32	33 1/2	Un. Car. and Carb	73 1/2	73 1/2
Cons. Gas, N.Y. (2)	—	—	Un. Gas Impr. (1.20)	43 1/2	43 1/2
Cont. Oil (25 1/2)	27	28	Un. Aircraft, Corp.	20 1/2	20 1/2
Corn Prod. (3)	39 1/2	40 1/2	Un. Air Line Trans.	10	10
Douglas Aircraft	33 1/2	34 1/2	United Corp.	61	61
Du Pont (2.40)	142 1/2	144 1/2	Un. Gas Impr. (1.20)	43 1/2	43 1/2
Elec. Bond & Share	164	174	Univ. Leaf Tob. (2)	17 1/2	17 1/2
Elec. Bond \$5 Pl. (5)	—	—	U.S. Indus. Alcohol.	60 1/2	60 1/2
Elec. Bond \$5 Pl. (6)	73 1/2	74 1/2	U.S. Rubber	144	144
Fox Film "A"	—	—	U.S. Steel	49 1/2	50 1/2
Gen. Elec. (60)	40	39 1/2	Vandum	10 1/2	9
Gen. Foods (1.80)	38 1/2	38 1/2	Warner Bros. Pict.	8 1/2	9
Gen. Motors (1d)	58 1/2	58 1/2	West E. & M. (85)	97 1/2	97 1/2
Gen. Ry. Sigs (1)	37 1/2	38 1/2	Call Money	4 1/2	4 1/2
Big	—	—	possible quotation	—	—

Canton Ice, \$1.70.  
Entertainments, \$3.  
Govt. Loan 4 1/2 %  
H.K. Banks, \$1360.  
Realty, \$5.60.

H.K. Banks, \$1350.  
Union, \$300.  
United Pacifics, 33cts.  
Lights, \$11.10/11.15.  
Electric, \$64.

# N. D. L.

## FAR EAST EXPRESS

### PASSENGER AND FREIGHT SERVICE

#### EXPRESS STEAMERS

Calling at  
Marseilles, Barcelona, Southampton, R'dam, Bremen & H'burg  
S.S. SCHARNHORST Nov. 22nd S.S. GNEISENAU Feb. 21st  
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S.S. DONAU Dec. 2nd to M'lea, Oran, Ch'lnca, Amsterdam, R'dam, H'burg & Bremen.

#### ARRIVALS FROM EUROPE

S.S. Frankf. Nov. 22nd S.S. Potsdam Dec. 10th  
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#### HONGKONG/SOUTH SEA ISLANDS SERVICE

S.S. FRIDERUN 1st Dec. to Madag, Salamaua, Rabaul, etc.  
S.S. BREMERHAVEN 25th Dec. to Rabaul, Tulagi, Kavieng, etc.  
Subject to Alteration without Notice.

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Agents:  
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#### CONSIGNEE NOTICE.

S.S. "D'ANTAGNAN"

#### BRINGING CARGO

From MARSEILLES, etc.

CONSIGNEES are hereby informed that their goods with the exception of Opium, Treasure and Valuables are being landed & stored in the godowns of the Hong Kong Kowloon Wharf and Godown Co., Ltd., Kowloon, whence delivery may be obtained immediately after landing.

All Claims must be sent in to me on or before the 15th Nov., 1935, or they will not be recognized.

Damaged Packages will be examined by the Company's Surveyors, Messrs. Goddard & Douglas in the presence of the Consignees at 10.00 a.m. on 21st Nov., 1935.

Consignees must have a Receipt. Officers in attendance when any dutiable goods are examined by the Company's Surveyors.

No Fire Insurance will be effected by us in any case whatever.

R. OHL, Agent.  
Hong Kong, 16th November, 1935. [3971]

### CONSIGNEE NOTICES.

#### NOTICE TO CONSIGNEES

#### OCEAN STEAM SHIP CO.,



# CHINA NAVIGATION COMPANY, LIMITED

SWATOW, FOCHOW & SHANGHAI	On 19th Nov. 10 a.m.
SWATOW, FOCHOW & SHANGHAI	On 19th Nov. 3 p.m.
SWATOW, FOCHOW & SHANGHAI	On 19th Nov. 6 p.m.
SWATOW, FOCHOW & SHANGHAI	On 20th Nov. 10 a.m.
SWATOW, FOCHOW & SHANGHAI	On 20th Nov. 3 p.m.
SWATOW, FOCHOW & SHANGHAI	On 20th Nov. 6 p.m.
SWATOW, FOCHOW & SHANGHAI	On 21st Nov. 10 a.m.
SWATOW, FOCHOW & SHANGHAI	On 21st Nov. 3 p.m.
SWATOW, FOCHOW & SHANGHAI	On 21st Nov. 6 p.m.
SWATOW, FOCHOW & SHANGHAI	On 22nd Nov. 10 a.m.
SWATOW, FOCHOW & SHANGHAI	On 22nd Nov. 3 p.m.
SWATOW, FOCHOW & SHANGHAI	On 22nd Nov. 6 p.m.
SWATOW, FOCHOW & SHANGHAI	On 23rd Nov. 10 a.m.
SWATOW, FOCHOW & SHANGHAI	On 23rd Nov. 3 p.m.
SWATOW, FOCHOW & SHANGHAI	On 23rd Nov. 6 p.m.
SWATOW, FOCHOW & SHANGHAI	On 24th Nov. 10 a.m.
SWATOW, FOCHOW & SHANGHAI	On 24th Nov. 3 p.m.
SWATOW, FOCHOW & SHANGHAI	On 24th Nov. 6 p.m.
SWATOW, FOCHOW & SHANGHAI	On 25th Nov. 10 a.m.
SWATOW, FOCHOW & SHANGHAI	On 25th Nov. 3 p.m.
SWATOW, FOCHOW & SHANGHAI	On 25th Nov. 6 p.m.
SWATOW, FOCHOW & SHANGHAI	On 26th Nov. 10 a.m.
SWATOW, FOCHOW & SHANGHAI	On 26th Nov. 3 p.m.
SWATOW, FOCHOW & SHANGHAI	On 26th Nov. 6 p.m.
SWATOW, FOCHOW & SHANGHAI	On 27th Nov. 10 a.m.
SWATOW, FOCHOW & SHANGHAI	On 27th Nov. 3 p.m.
SWATOW, FOCHOW & SHANGHAI	On 27th Nov. 6 p.m.
SWATOW, FOCHOW & SHANGHAI	On 28th Nov. 10 a.m.
SWATOW, FOCHOW & SHANGHAI	On 28th Nov. 3 p.m.
SWATOW, FOCHOW & SHANGHAI	On 28th Nov. 6 p.m.
SWATOW, FOCHOW & SHANGHAI	On 29th Nov. 10 a.m.
SWATOW, FOCHOW & SHANGHAI	On 29th Nov. 3 p.m.
SWATOW, FOCHOW & SHANGHAI	On 29th Nov. 6 p.m.
SWATOW, FOCHOW & SHANGHAI	On 30th Nov. 10 a.m.
SWATOW, FOCHOW & SHANGHAI	On 30th Nov. 3 p.m.
SWATOW, FOCHOW & SHANGHAI	On 30th Nov. 6 p.m.
SWATOW, FOCHOW & SHANGHAI	On 1st Dec. 10 a.m.
SWATOW, FOCHOW & SHANGHAI	On 1st Dec. 3 p.m.
SWATOW, FOCHOW & SHANGHAI	On 1st Dec. 6 p.m.
SWATOW, FOCHOW & SHANGHAI	On 2nd Dec. 10 a.m.
SWATOW, FOCHOW & SHANGHAI	On 2nd Dec. 3 p.m.
SWATOW, FOCHOW & SHANGHAI	On 2nd Dec. 6 p.m.
SWATOW, FOCHOW & SHANGHAI	On 3rd Dec. 10 a.m.
SWATOW, FOCHOW & SHANGHAI	On 3rd Dec. 3 p.m.
SWATOW, FOCHOW & SHANGHAI	On 3rd Dec. 6 p.m.

For Freight or Passage apply to BUTTERFIELD & SWIRE  
Telephone 30331.

TRADE AND PASSENGER OIL IS ISSUED AT THE OFFICE OF BUTTERFIELD & SWIRE.

## TRAVEL A.O. LINE

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Enjoy Your Leave in Australia and New Zealand, Hong Kong to Sydney—19 Days  
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CHANGTSE	10 Dec.	17 Dec.	20 Dec.	5 Jan.
TAIPING	3 Jan.	10 Jan.	13 Jan.	29 Jan.
CHANGTSE	11 Feb.	18 Feb.	21 Feb.	8 Mar.
TAIPING	4 Mar.	11 Mar.	14 Mar.	1 Apr.

AUSTRALIAN-ORIENTAL LINE, LIMITED  
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Telephone 30333.



## MAERSK LINE

Fast regular FREIGHT and PASSENGER SERVICE  
via  
Shanghai, and Japan  
to

## LOS ANGELES, PANAMA, NEW YORK, BOSTON PHILADELPHIA & BALTIMORE.

If sufficient inducement offers also other ports of call.


Arrivals from U.S.A. Sailings to U.S.A.  
19th Nov. M.V. "NIEL MAERSK" 26th Nov.  
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## PRINCE LINE — SILVER LINE

JOINT SERVICE  
REGULAR SAILINGS  
TO  
HALIFAX (NOVA SCOTIA CANADA),  
BOSTON  
AND  
NEW YORK  
(via CAPE OF GOOD HOPE or PANAMA until further notice)  
M.V. "SILVERWALNUT" Nov. 24th  
M.V. "SILVERTEAK" Dec. 22nd  
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(Incorporated in Great Britain.)  
King's Building. Telegram: Furnprice.  
Telephone: 23165.



## DOUGLAS STEAMSHIP CO., LTD.

SWATOW-HONGKONG SERVICE  
Sailings  
Mondays and Wednesdays at 4 p.m.  
S.S. "SEITAN" Wednesday, 20th Nov.  
S.S. "SEITAN" Sunday, 24th Nov.

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Sailings Tuesdays and Fridays  
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S.S. "HAIYONG"  
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General Managers.  
P. & O. Building. Tel. Nos. 48037 and 48038.

## ADVERTISED SAILING FROM HONG KONG

### NORTHWARD

#### FROM HONG KONG TO COAST PORTS AND JAPAN.

Amoy.	On 19th Nov. 10 a.m.
Amoy.	On 19th Nov. 3 p.m.
Amoy.	On 19th Nov. 6 p.m.
Amoy.	On 20th Nov. 10 a.m.
Amoy.	On 20th Nov. 3 p.m.
Amoy.	On 20th Nov. 6 p.m.
Amoy.	On 21st Nov. 10 a.m.
Amoy.	On 21st Nov. 3 p.m.
Amoy.	On 21st Nov. 6 p.m.
Amoy.	On 22nd Nov. 10 a.m.
Amoy.	On 22nd Nov. 3 p.m.
Amoy.	On 22nd Nov. 6 p.m.
Amoy.	On 23rd Nov. 10 a.m.
Amoy.	On 23rd Nov. 3 p.m.
Amoy.	On 23rd Nov. 6 p.m.
Amoy.	On 24th Nov. 10 a.m.
Amoy.	On 24th Nov. 3 p.m.
Amoy.	On 24th Nov. 6 p.m.
Amoy.	On 25th Nov. 10 a.m.
Amoy.	On 25th Nov. 3 p.m.
Amoy.	On 25th Nov. 6 p.m.
Amoy.	On 26th Nov. 10 a.m.
Amoy.	On 26th Nov. 3 p.m.
Amoy.	On 26th Nov. 6 p.m.
Amoy.	On 27th Nov. 10 a.m.
Amoy.	On 27th Nov. 3 p.m.
Amoy.	On 27th Nov. 6 p.m.
Amoy.	On 28th Nov. 10 a.m.
Amoy.	On 28th Nov. 3 p.m.
Amoy.	On 28th Nov. 6 p.m.
Amoy.	On 29th Nov. 10 a.m.
Amoy.	On 29th Nov. 3 p.m.
Amoy.	On 29th Nov. 6 p.m.
Amoy.	On 30th Nov. 10 a.m.
Amoy.	On 30th Nov. 3 p.m.
Amoy.	On 30th Nov. 6 p.m.
Amoy.	On 1st Dec. 10 a.m.
Amoy.	On 1st Dec. 3 p.m.
Amoy.	On 1st Dec. 6 p.m.
Amoy.	On 2nd Dec. 10 a.m.
Amoy.	On 2nd Dec. 3 p.m.
Amoy.	On 2nd Dec. 6 p.m.
Amoy.	On 3rd Dec. 10 a.m.
Amoy.	On 3rd Dec. 3 p.m.
Amoy.	On 3rd Dec. 6 p.m.

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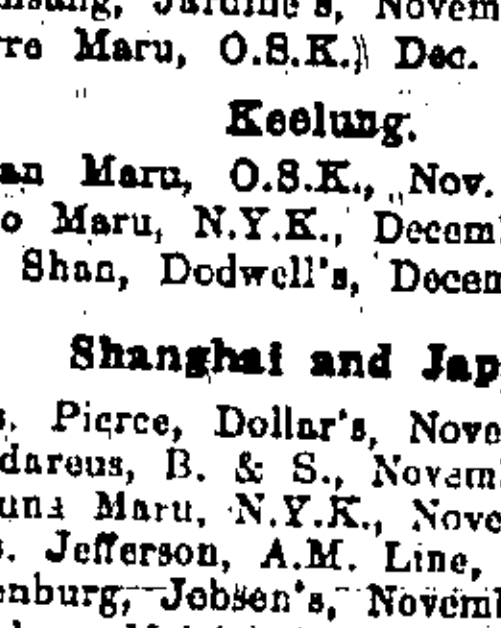
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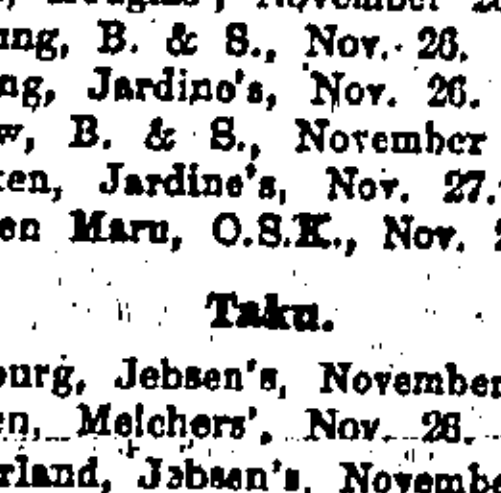
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General Managers.  
P. & O. Building. Tel. Nos. 48037 and 48038.

## EASTWARD

### FROM HONG KONG TO NORTH AND SOUTH AMERICA

Bahia.	On 19th Nov. 10 a.m.
Bahia.	On 19th Nov. 3 p.m.
Bahia.	On 19th Nov. 6 p.m.
Bahia.	On 20th Nov. 10 a.m.
Bahia.	On 20th Nov. 3 p.m.
Bahia.	On 20th Nov. 6 p.m.
Bahia.	On 21st Nov. 10 a.m.
Bahia.	On 21st Nov. 3 p.m.
Bahia.	On 21st Nov. 6 p.m.
Bahia.	On 22nd Nov. 10 a.m.
Bahia.	On 22nd Nov. 3 p.m.
Bahia.	On 22nd Nov. 6 p.m.
Bahia.	On 23rd Nov. 10 a.m.
Bahia.	On 23rd Nov. 3 p.m.
Bahia.	On 23rd Nov. 6 p.m.
Bahia.	On 24th Nov. 10 a.m.
Bahia.	On 24th Nov. 3 p.m.
Bahia.	On 24th Nov. 6 p.m.
Bahia.	On 25th Nov. 10 a.m.
Bahia.	On 25th Nov. 3 p.m.
Bahia.	On 25th Nov. 6 p.m.
Bahia.	On 26th Nov. 10 a.m.
Bahia.	On 26th Nov. 3 p.m.
Bahia.	On 26th Nov. 6 p.m.
Bahia.	On 27th Nov. 10 a.m.
Bahia.	On 27th Nov. 3 p.m.
Bahia.	On 27th Nov. 6 p.m.
Bahia.	On 28th Nov. 10 a.m.
Bahia.	On 28th Nov. 3 p.m.
Bahia.	On 28th Nov. 6 p.m.
Bahia.	On 29th Nov. 10 a.m.
Bahia.	On 29th Nov. 3 p.m.
Bahia.	On 29th Nov. 6 p.m.
Bahia.	On 30th Nov. 10 a.m.
Bahia.	On 30th Nov. 3 p.m.
Bahia.	On 30th Nov. 6 p.m.
Bahia.	On 1st Dec. 10 a.m.
Bahia.	On 1st Dec. 3 p.m.
Bahia.	On 1st Dec. 6 p.m.
Bahia.	On 2nd Dec. 10 a.m.
Bahia.	On 2nd Dec. 3 p.m.
Bahia.	On 2nd Dec. 6 p.m.
Bahia.	On 3rd Dec. 10 a.m.
Bahia.	On 3rd Dec. 3 p.m.
Bahia.	On 3rd Dec. 6 p.m.

For Freight or Passage apply to BUTTERFIELD & SWIRE

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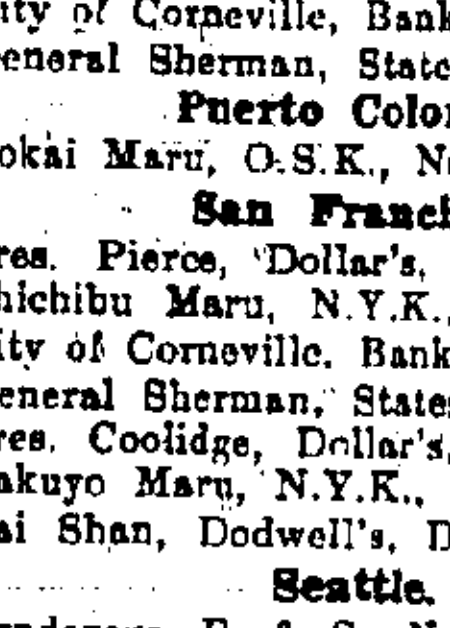
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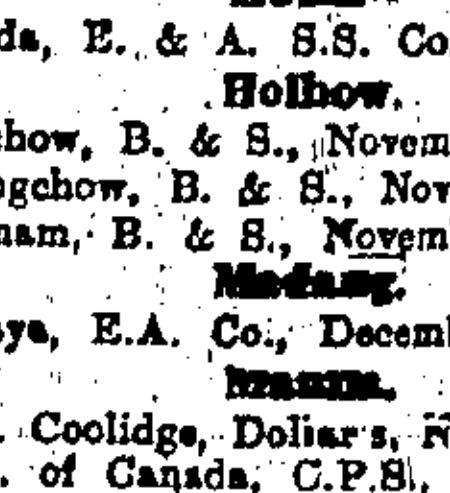
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## WESTWARD

### FROM HONG KONG TO EUROPE, AFRICA, ETC.

Aden.	On 19th Nov. 10 a.m.
Aden.	On 19th Nov. 3 p.m.
Aden.	On 19th Nov. 6 p.m.
Aden.	On 20th Nov. 10 a.m.
Aden.	On 20th Nov. 3 p.m.
Aden.	On 20th Nov. 6 p.m.
Aden.	On 21st Nov. 10 a.m.
Aden.	On 21st Nov. 3 p.m.
Aden.	On 21st Nov. 6 p.m.
Aden.	On 22nd Nov. 10 a.m.
Aden.	On 22nd Nov. 3 p.m.
Aden.	On 22nd Nov. 6 p.m.
Aden.	On 23rd Nov. 10 a.m.
Aden.	On 23rd Nov. 3 p.m.
Aden.	On 23rd Nov. 6 p.m.
Aden.	On 24th Nov. 10 a.m.
Aden.	On 24th Nov. 3 p.m.
Aden.	On 24th Nov. 6 p.m.
Aden.	On 25th Nov. 10 a.m.
Aden.	On 25th Nov. 3 p.m.
Aden.	On 25th Nov. 6 p.m.
Aden.	On 26th Nov. 10 a.m.
Aden.	On 26th Nov. 3 p.m.
Aden.	On 26th Nov. 6 p.m.
Aden.	On 27th Nov. 10 a.m.
Aden.	On 27th Nov. 3 p.m.
Aden.	On 27th Nov. 6 p.m.
Aden.	On 28th Nov. 10 a.m.
Aden.	On 28th Nov. 3 p.m.
Aden.	On 28th Nov. 6 p.m.
Aden.	On 29th Nov. 10 a.m.
Aden.	On 29th Nov. 3 p.m.
Aden.	On 29th Nov. 6 p.m.
Aden.	On 30th Nov. 10 a.m.
Aden.	On 30th Nov. 3 p.m.
Aden.	On 30th Nov. 6 p.m.
Aden.	On 1st Dec. 10 a.m.
Aden.	On 1st Dec. 3 p.m.
Aden.	On 1st Dec. 6 p.m.
Aden.	On 2nd Dec. 10 a.m.
Aden.	On 2nd Dec. 3 p.m.
Aden.	On 2nd Dec. 6 p.m.
Aden.	On 3rd Dec. 10 a.m.
Aden.	On 3rd Dec. 3 p.m.
Aden.	On 3rd Dec. 6 p.m.

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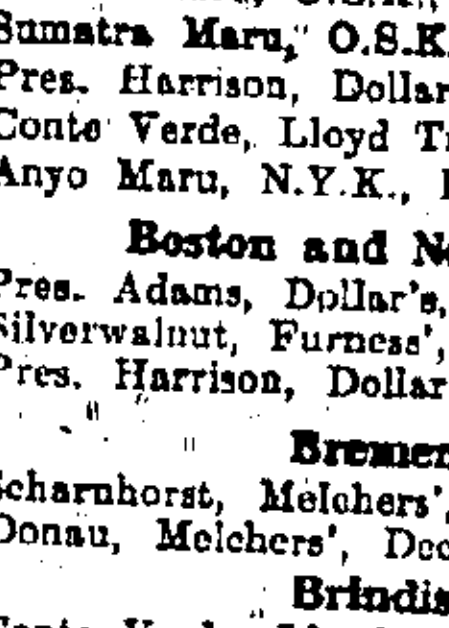
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to</



# CANADIAN PACIFIC

## CHRISTMAS HOLIDAY CRUISE

### TO MANILA

AND RETURN  
BY THE

## EMPRESS OF JAPAN

£15 FIRST CLASS £11 TOURIST CLASS

FRIDAY, DEC. 20—LEAVE HONG KONG AT 7 P.M.

SATURDAY, DEC. 21—EN ROUTE  
SUNDAY, DEC. 22—ARRIVE MANILA IN MORNING

MONDAY, DEC. 23—IN MANILA

TUESDAY, DEC. 24—IN MANILA

WEDNESDAY, DEC. 25—LEAVE MANILA AT 5.00 P.M.

THURSDAY, DEC. 26—EN ROUTE

FRIDAY, DEC. 27—ARRIVE HONG KONG EARLY MORNING.

Full information from your own Agent or

## CANADIAN PACIFIC

Telephone: Passenger 30752. GACANPAC: Passenger Dept.  
Freight 20042. NAUTILUS: Freight Dept.  
Canton Agents: JARDINE, MATHESON & CO. LTD.



GENERAL PASSENGER AGENTS IN THE ORIENT FOR  
CUNARD WHITE STAR LINE.

SAN FRANCISCO via Shanghai, Japan Ports and Honolulu.  
CHICHIBU MARU ... Wednesday, 27th Nov.  
ATSUBA MARU ... Wednesday, 11th Dec.  
ASAMA MARU ... Wednesday, 8th Jan.

SEATTLE & VANCOUVER.  
HEIAN MARU (Starts from Kobe) Monday, 25th Nov.  
HIKAWA MARU (Starts from Kobe) Wednesday, 11th Dec.

LONDON, MARSEILLES, ANTIWERP, ROTTERDAM  
HAKOZAKI MARU ... Saturday, 23rd Nov.  
TERUKUNI MARU ... Friday, 8th Dec.  
HAKUSAN MARU ... Saturday, 21st Dec.

SYDNEY & MELBOURNE via Manila and Ports.  
KITANO MARU ... Saturday, 23rd Nov.  
NETUNA MARU ... Tuesday, 18th Dec.  
ASUTTA MARU ... Saturday, 24th Dec.

BOMBAY via Singapore, Penang and Colombo.  
TOKYO MARU ... Thursday, 28th Nov.  
ANYO MARU ... Wednesday, 11th Dec.  
TOYAMA MARU ... Saturday, 28th Dec.

SOUTH AMERICA (West Coast) via Japan, Honolulu, Los Angeles, Mexico and Panama.  
RAKUYO MARU ... Friday, 13th Dec.

NEW YORK via Panama.  
NAKO MARU ... Sunday, 1st Dec.  
KIVOSUNI MARU ... Thursday, 19th Dec.

LIVERPOOL via Port Said, Beyrouth, Istanbul, Piraeus.  
Genoa and Valencia.  
DARAK MARU ... Sunday, 15th Dec.

CALCUTTA via Singapore, Penang and Rangoon.  
HAKODATE MARU ... Friday, 29th Nov.  
LIRBON MARU ... Sunday, 8th Dec.  
MALACCA MARU ... Sunday, 15th Dec.

SHANGHAI, KOBE & YOKOHAMA.  
HARUNA MARU ... Friday, 23rd Nov.  
ATSUTA MARU (Nagasaki direct) ... Friday, 22nd Nov.  
KATORI MARU ... Saturday, 7th Dec.

Burns Philp Liner. Joint Passenger Agents,  
GIBB, LIVINGSTON & CO., LTD.

† Cargo only.  
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## Shipping News

Daily Statement, Clearances,  
Ships in Harbour, etc.

### SHIPS COLLIDE IN THAMES

#### Union Castle Liner Struck Amidships

London, Nov. 8.  
The Union Castle liner Grantully Castle, (7,592 tons) outward bound for Mauritius and South Africa, came into collision in the Thames at Gallion's Reach this morning with a Finnish steamer of 1,988 tons, soon after the liner had left the South-west India Dock.  
The Grantully Castle had to be put back to the King George V Dock.

The vessel was struck amidships and the plates on the port side were damaged. Two hundred passengers were awaiting the arrival of the Grantully Castle at Tilbury, and some of these joined the same company's Arundel Castle before she sailed from Southampton this afternoon. Others are awaiting the next sailing.

### SHIPPING MOVEMENTS

The R.M.S. "Empress of Canada" arrived at Kobe on the 17th Nov. (Sunday) at 3 p.m. and left on the same day at 7 p.m. She is due at Shanghai to-day at 6 p.m. and leaves Shanghai for Hong Kong and Manila to-morrow at 10 a.m.

The R.M.S. "Empress of Asia" arrived at Shanghai on the 17th November (Sunday) at 7.30 p.m. and left Shanghai yesterday at 1 a.m. She is due at Nagasaki to-day at 6 a.m. and leaves at 4 p.m. She leaves Kobe on the 21st November (Thursday) at 4 p.m. and leaves Yokohama on the 23rd November (Saturday) at 3 p.m. for Victoria and Vancouver, B.C.

The B.I. steamer "Sirdhana" will leave Amoy for this port to-morrow, and is due here on the 21st instant.

The Blue Funnel's steamer "Hector" will arrive from Shanghai to-day.

The B.I. steam ship "Sirdhana" will leave for Singapore, Port Swettenham, Penang, Rangoon and Calcutta on or about Saturday, 23rd November, 1935, at 10.30 a.m.

### CLEARANCES

18TH NOVEMBER

Kum Sang, for Amoy  
G.G. Paul Doumer, for K. C. Wan  
Foo Lee, for Tientsin  
Tainan, for Canton  
Yai Yuan, for Swatow  
Yung Ping, for Canton

### NEWS FROM THE WATERFRONT

#### Freight And Asiatic Passengers Returns

(BY LONGSHOREMAN).

The freight returns, received from the Harbour Office during the 24 hours ended at 9 a.m. yesterday, show a fairly low tonnage movement.

The total tonnage of general cargo carried by vessels to the Colony was only 593 tons, of which none was carried by British vessels.

Through cargo for port beyond the Colony amounted to 4,621 tons, with British steamers carrying 80 tons.

Asiatic deck passengers entering into the Colony during the 24 hours ended at 9 a.m. yesterday were 514, of which 28 were from British ships.

There were altogether 8 arrivals, of which 2 were British, the remainder being of other nationalities, while of the 18 departures, 9 were British ships, the rest being of other different countries. Particulars as follows:—

Nationality	Ships	Tonnage
British	2	80
American	1	4,000
French	1	—
Norwegian	1	986
Japanese	1	45
Chinese	2	93
Total	8	5,214

### SHIPS IN HARBOUR

#### WHARVES.

Douglas Lapraik—Hal Ning.

Saikong—Wing Wo.

#### DOCKS.

Kowloon—Yuet On and Michael.

Taikeo—H.M.S. Orpheus, Silver.

Walnut, Anking, Hong Hsiang, Kaying, Chao Ho and Kwang Hung.

#### BUOYS

No. A11—Ward.

No. B1—Hulchow.

No. B3—Kweiyang.

No. B4—Yung Ping.

No. B11—Com. Henri Riviere.

No. B14—Szechuen.

No. B15—Soochow.

No. B17—Pronio.

No. B20—Tsinan.

No. B21—Sunling.

No. B22—Mau Sang.

No. C1—Hella.

No. C3—G.G. Paul Doumer.

### ARRIVALS

18TH NOVEMBER

Yung Ping, Chinese steamer, 985 tons, Captain J. S. Paulson, from Heilow, buoy No. B4.—Fook Wah & Co.  
Luchow, British steamer, 1,220 tons, Capt. C. Harris-Walker, from Swatow, buoy No. C2.—B. & S.  
Borneo Maru, Japanese steamer, 4,262 tons, Captain Y. Iwasaki, from Sakito, buoy No. A1.—O. S. K.  
Soochow, British steamer, 1,594 tons, Captain F. Gibbs, from Canton, buoy No. B15.—Butterfield & Swire.  
Hulchow, British steamer, 1,222 tons, Captain E. Williams, from Canton, buoy No. B1.—B. & S.

Ward, American steamer, 3,835 tons, Captain T. F. Evans, from Shanghai, buoy No. A11.—States & Co.  
Pres. Pierce, American steamer, 8,181 tons, Captain H. Nelson, from Manila, Kowloon Wharf.—Dohar S.S. Line.  
Hal Yuan, Chinese steamer, 2,078 tons, Capt. J. M. Johannessen, from Canton, China Merchant Steam Navigation's Wharf.—C. M. S. N. & Co.

17TH NOVEMBER

C. Henri Riviere, French steamer, 1,375 tons, Captain Nicolai, from Swatow, buoy No. B11.—Sing Kee.  
Fuo Lee, Chinese steamer, 859 tons, Captain Yamaguchi, from Canton, buoy No. B10.—Yee Tai Hong.

### MORE LETTERS SENT BY AIR MAIL

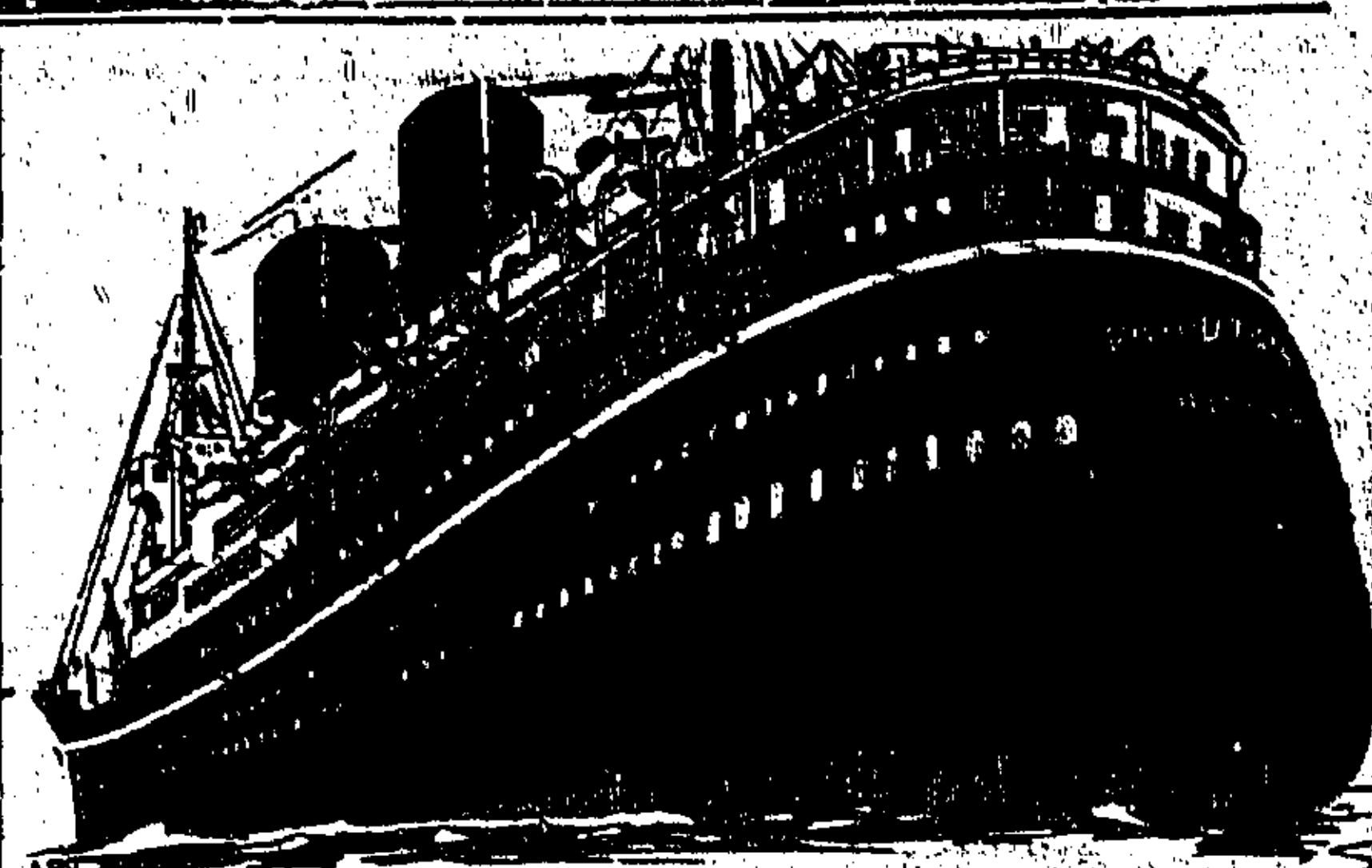
(Special Air Mail Service)

London, Oct. 24.

During the quarter ended September 30 the weight of letter air mails carried from Great Britain compared with that conveyed in the corresponding quarter of 1934 was as shown in the following table:—

	Sept. 1934	Sept. 1935	Increase
Imperial	34,100	60,300	76
European	29,200	43,000	47
Total traffic for all	63,300	103,300	55

It is estimated that about 1,150,000 more letters were sent by air from this country during the September quarter of 1935 than during the corresponding quarter of the previous year. During the first three quarters of 1935 considerably more letters were carried by air than during the whole of 1934. The weight of parcel mails dispatched by air during the September quarter was 44,700lb., as compared with 41,500lb. in the corresponding quarter in 1934, an increase of about 8 per cent.



## P&O-BRITISH INDIA-AFRICA AND EASTERN & AUSTRALIAN LINES

MAIL AND PASSENGER STEAMERS  
TAKING CARGO FOR

Straits, Java, Burma, Ceylon, India, Persian Gulf, West Indies, Mauritius, East and South Africa, Queensland Ports and Red Sea, Egypt, Istanbul, Greece, Levantine Ports, Europe.

PENINSULAR & ORIENTAL FORTNIGHTLY

DIRECT ROYAL MAIL STEAMERS

under contract with H.M. Government

All sailings are subject to change or deviation with or without notice.

Steamship	Tons	From Hongkong (About)	Destination
<b>PENINSULAR &amp; ORIENTAL SAILINGS</b>			
TOORFU	14,800	30th Nov.	Bombay, Marseilles & London
*BANGALORE	8,000	7th Dec.	Marseilles, Havre, London, Hamburg, Antwerp & Hull
*KIDDERPORE	5,000	9th Dec.	Bombay, Karachi & Persian Gulf
*BANOH	17,000	14th Dec.	Bombay, Marseilles & London
*NALDERA	16,000	28th Dec.	do
*BHUTAN	6,000	4th Jan.	Mars. Havre, London, Hamburg, Antwerp & Hull
CARTHAGE	14,500	11th Jan.	Bombay, Marseilles & London
*BEHAR	6,000	15th Jan.	Marseilles, Havre, London, Hamburg, Antwerp & Hull
*RAJPUTANA	17,000	35th Jan.	Bombay, Marseilles & London
*SOUDAN	7,000	1st Feb.	Marseilles, Havre, London, Hamburg, Antwerp & Hull
CHITRAL	15,000	8th Feb.	Marseilles & London
OATHAY	15,000	22nd Feb.	Marseilles and London.

\* Cargo only. † Calls Casablanca. ‡ Calls Tangier.  
All vessels may call at Malta.

Frequent connection from Port Said for Passengers and Cargo to Istanbul, Piraeus, Smyrna, and other Levant Ports by steamers of the Khedivial Mail Steamship Co.

### BRITISH INDIA-AFRICA SAILINGS

Steamship	Tons	From Hongkong (About)	Destination
*SIRDHANA	8,000	23rd Nov., 10.30 a.m.	Singapore, Penang, Rangoon & Calcutta
TAKADA	7,000	7th Dec.	do
TILAWA	10,000	20th Dec.	do
SANTHA	8,000	3rd Jan.	do
TALMA	10,000	17th Jan.	do

\* Calls Port Swettenham.



Now is the time to visit Australia & New Zealand

lands of Sunshine and Romance. "Down Under" you will feel a new being and even if you are not inclined towards Stirling, Flaming, Shooting or Mountaineering you will find that the Antipodes have plenty to offer you—including 251 for your pound.

On the way down your life aboard will be as you wish, quiet or hectic for this & A. will honour your every whim.

And by the way, there is no additional charge for Deck Cabins and there is of course a Sun Deck Swimming pool, an Orchestra and a fine Laundry.

A Surgeon and Stewards are at your disposal and last but not least—we had almost forgotten—the cuisine will set you listening eagerly for the Gong.

Regular monthly sailings from Hong Kong to Shanghai and Japan and Hong Kong to Australia.

Hong Kong to Sydney—19 days.  
Frequent connections from Australia with the following:—  
The Union S.S. Co.'s Steamers to the United Kingdom via New Zealand, Vancouver, San Francisco, etc.  
The P. & O. Royal Mail Steamers to London and  
The P. & O. Branch Service of Steamers to London via Suez.  
The New Zealand Shipping Co.'s Steamers for Southampton and London via Panama Canal.

### EASTERN & AUSTRALIAN SAILINGS

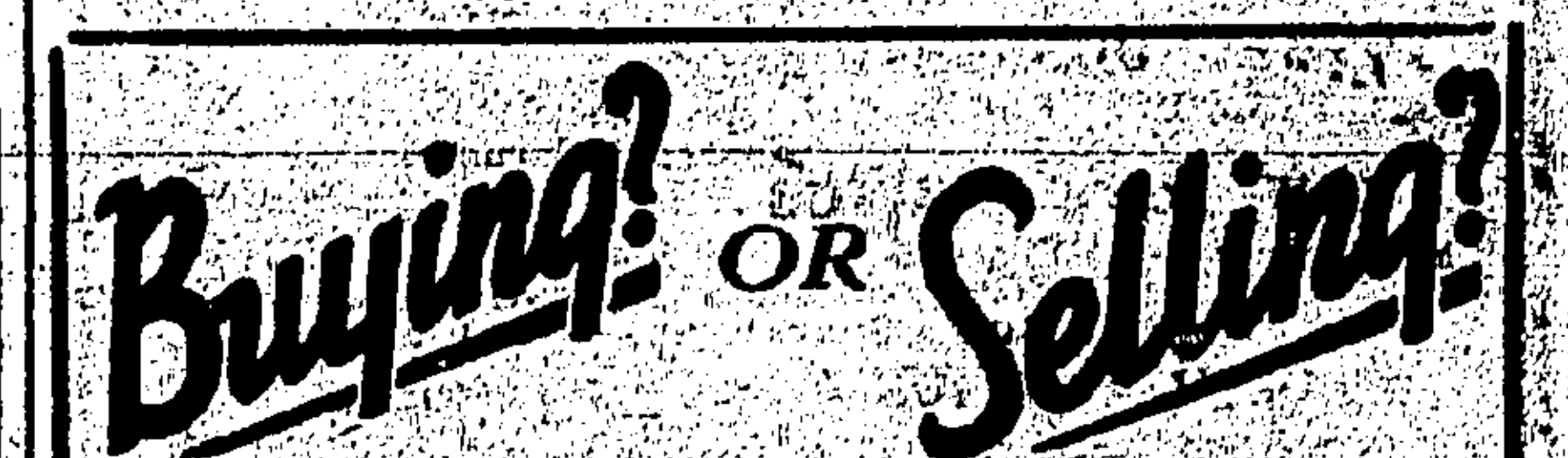
Steamship	Tons	From Hongkong (About)	Destination
TALMA	10,000	28th Nov.	Amoy, Shanghai & Japan
NALDERA	1,000	29th Nov.	Shanghai, Kobe & Yokohama
NANKIN	7,000	5th Dec.	Shanghai & Japan
SANTHA	8,000	12th Dec.	Amoy, Shanghai & Japan
SEHAR	8,000	12th Dec.	Shanghai & Japan
CARTHAGE	14,500	18th Dec.	Shanghai, Kobe & Yokohama

\* Cargo only.

ALL DATES are approximate and subject to alteration without notice.  
For further information, Passage, Freight, Handbooks, etc., apply to the Agents.

## MACKINNON, MACKENZIE & CO.

P.O. BUILDING, CONNAUGHT ROAD CENTRAL, HONGKONG  
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## BANK LINE (CHINA) LTD.

AGENTS FOR

### ELLERMAN & BUCKNALL S.S. CO., LTD.

UNITED KINGDOM & CONTINENT

S.S. "CITY OF WELLINGTON" ... 8th Dec.

S.S. "CITY OF EASTBOURNE" ... 8th Jan.

AGENTS FOR

ANDREW WEIR & CO.

MAURITIUS & SOUTH AFRICA

Leading for Mauritius, Réunion, Tamatave, Lourenco Marques, Durban and Cape Town.

EAST & SOUTH AFRICA

M.V. "INCOMATI" ... 4th Dec.

M.V. "ISIPINGO" ... 4th Jan.

M.V. "ISIPINGO" ... 4th Feb.

Taking PASSENGERS and CARGO for Mombasa, Zanzibar, Beira, Lourenco Marques, Durban, East London, Port Elizabeth, Mossel Bay and Cape Town.

AGENTS FOR

KLAVENESS LINE

(PACIFIC COAST-ASIATIC SERVICE)

HONGKONG DIRECT TO LOS ANGELES (in 21 Days)

SAN FRANCISCO, PORTLAND AND PUGET SOUND.

M.V. "CORNEVILLE" ... 29th Nov.

Leaving through Bellingham to GULF & ATLANTIC COAST with transshipment at Los Angeles by first opportunity.

All Sailings Subject to Alterations Without Notice.

For Freight or Passage on any of the above lines apply to—

Telephone 27781.

THE BANK LINE (CHINA), LTD.



FRENCH MAIL STEAMERS

Sailings from Hong Kong:

To SHANGHAI—Kobe.  
ATHOS II ... 30th Nov.  
PIERRE D'AMOUR ... 13th Dec.  
ANDRE LEBON ... 28th Dec.  
MARCEL JOFFRE ... 11th Jan., 1936.  
SPRING ... 25th Jan., 1936.  
CHENONORAU ... 8th Feb., 1936.

To MARSEILLES via Saigon, Singapore, Colombo, Djibouti (Aden), Suez, Port-Said.  
CHENONORAU ... 18th Nov.  
D'ARTAGNAN ... 3rd Dec.  
ATHOS II ... 17th Dec.  
PIERRE D'AMOUR ... 31st Dec.  
ANDRE LEBON ... 14th Jan., 1936.  
MARCEL JOFFRE ... 28th Jan., 1936.

We can issue Through Tickets to Egypt, Syrian Ports



